

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peering inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active power come to life and switch the yard rounds out the tour.

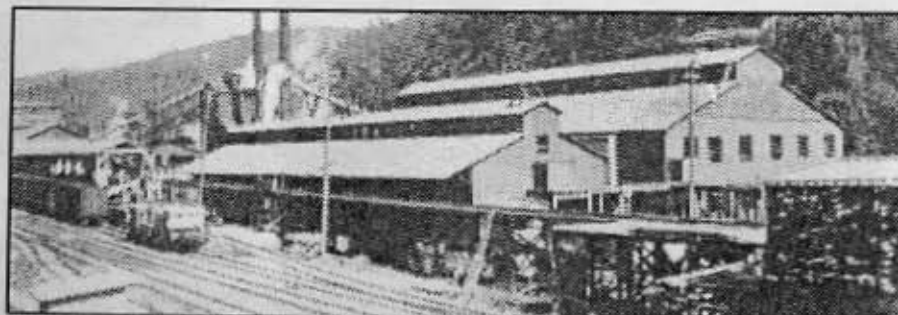
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from Logging South Cheat. The History of the Snowshoe Lands by George Deike



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Mon, Thurs, Fri, Sun

Meet on the Cass Country Store steps 30-minute, half-mile swing through the old company town built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town, placed in 1981 on the National Registry of Historical Places.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



Every-other Saturday this season, long out of service Shay No. 7 is back in steam - at least on screen in the Cass Scenic Railroad Early Years slide show.

(P. Bagdon photo, 1968)

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:30 p.m. - Saturday

Meet in the Cass Community Center (Front Street) for this 60-minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.

Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

A grand heritage in a modern wrapper: The Cass Shops

Crash First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the cooling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber's dead line, where prior to scrapping, No.



Photo by Philip Bagdon

The latest park program offering is the *Top Of The Morning Tour*. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber 90-ton Heisler No. 6 steams – and smokes – it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

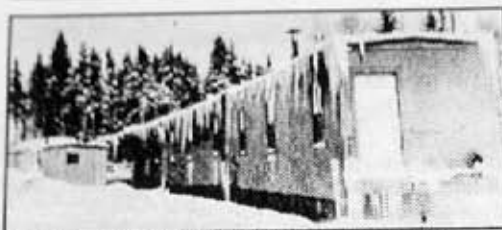
Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

New at Whittaker Station



Winter Cheat Mountain log camp scene, about 1950

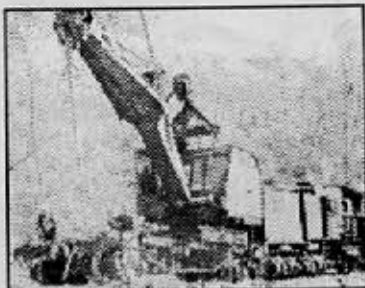


Dinner at a 'portable' Mower Lumber Company camp

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

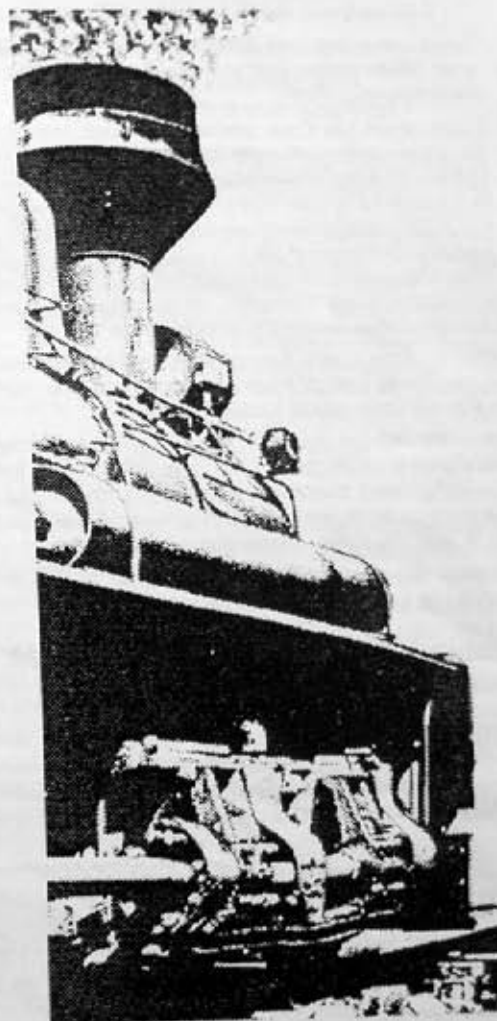
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park

August 19-25, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

9:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as "second boat" to the logging operation's primary charge of furnishing spruce pulpwood. Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heislner and Climax locomotive, then compare these geared engines with two Shays and a 2-8-0 rod engine.

After peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after a two-year-long heavy shopping. Besides pausing to watch the work on No. 6, we inspect original 1905 Cass Shay, No. 5, and the rather fascinating machining bay.

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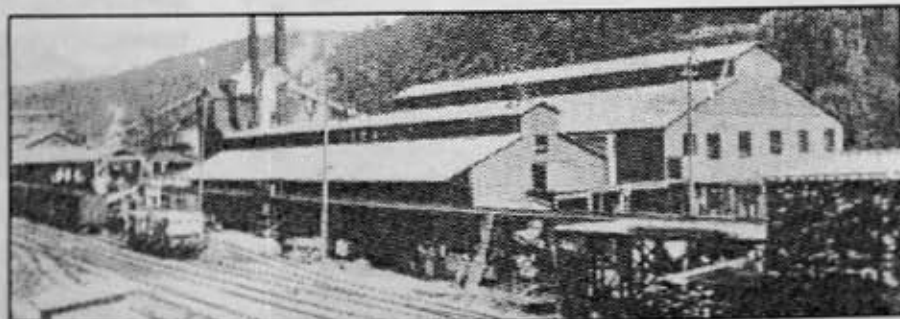
Behind-the-scenes Shop Tour, P.M.

1:50 - Monday and Saturday

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At the time of this 1923 "company photo," the second lumber mill complex (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from
Logging South Cheat
The History of the Snowshoe
Lands by George Dolke



Cass Town Walk

1:15* - Wed, Thur, Fri, Sun
4:10 - Saturday

5:10* - Mon, Wed, Thurs, Sun

Meet on the Cass Country Store steps for a 40-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.



About the cover . . .

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964. Technically accurate to the point of intriguing "hardcore 'gearheads,'" it depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here - and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier & Elk Railroad in 1905).



South end of Uptown: Main Street, 1908

Cass Scenic Railroad Early Years

7:00 - Saturday

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**There will be no programs on
Tuesday and Wednesday, August 20-21**

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different kind of West Virginia state park



During its stint in
bushings and
straps, ex-
Mower Lumber
Camp car 419
in May 1970.
The car is now
part of the
Whittaker Camp
No. 1 display.

Cars in the Whittaker Camp No. 1 Display

Mower Camp Car No. 419. A Middletown wood, truss
rod flatcar (acquired by West Virginia Pulp & Paper Co.
for log train service around 1919) fabricated into a bunk
car by Mower Lumber's shop in early 1945. No. 419
was part of the last camp train in 1960. Its side door was
added in 1969 while serving as CSRR's 'sand house.'

Fabricated Camp Train Car. Mower log flat No. 110
(which carried the American log loader for several years
beginning in 1970) was used for this rendering, built in
the early 1960s for the original camp train display.

Skeleton Steel Log Car. One of 24 such cars donated
to CSRR in 1972. Meadow River Lumber 'B-12' now
carries the Diesel log loader at Whittaker Camp No. 1.

40-foot Steel Flatcar. Reportedly acquired c. 1957 by
Buffalo Creek & Gauley R.R. from Cherry River Boom
& Lumber; was one of several cars donated by Pittston
Coal Co. in 1970. For almost 20 years it served as a
dosed platform excursion car before being retired
instead of conversion of wheels to roller bearing.

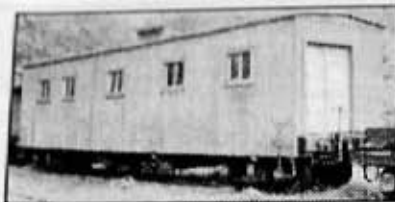
Four-wheel Caboose. Built in the 1880s and believed
to be of Coal & Coke or Baltimore & Ohio ancestry, this
'bobber' rode the rear of log trains out of Swandale
(Clay County) for Elk River Coal & Lumber and succe-
sors - W.M. Ritter Lumber and Georgia-Pacific Corp.
Donated in 1964 by G-P. Used on railfan charters for
several years, originally rostered as No. 8.

Diesel Log Loader. Built by Meadow River Lumber
Co.'s shop in 1939. This beefy 'long tree' device was
active until 1970; it came to Cass in 1972.

Lidgerwood Skidder. Homebuilt from Lidgerwood
parts by Meadow River Lumber Co. in 1944. Its service
ended when it failed boiler inspection in 1966; it came
to Cass six years later. Double-heading Shays brought
the Lidgerwood to Whittaker in 1993.

Sources other than personal research:

Arle Barkley, George Deike, Danny Seldomridge,
Bud Cassell, John Cassell, Red McMillon
Darren Seldomridge, Wayne Cassell, Rex Cassell,
Richard Sparks, John Killoran, George Fizer



Ex-Mower
Lumber Co.
kitchen car
No. 417 on
the upper
shop lead,
August 1968.

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (num-
ber unknown) were dismantled in 1970.

Wood Combine. Buffalo Creek & Gauley X-15 (kitchen and
dining car for worktrains); donated by Pittston Coal Co. in
1967; elegant 1880s-era car which lost its roof and rotted
down; remains of the car (partially burned) sit on the upper
end of the Greenbrier dead line.

Steel Combine. Buffalo Creek & Gauley X-16; formerly
Pennsylvania & Reading Seashore Lines; porthole windows
and open vestibule; acquired 1970; scrapped 1973.

Steel Baggage Car. Buffalo Creek & Gauley X-17; same ori-
gins/style as X-16; acquired 1970, scrapped 1973.

50-ton A.A.R. Steel Hopper. Buffalo Creek & Gauley;
acquired 1970, scrapped 1972.

Worktrain water car. B&O X-1023, a steam tender mounted
on a 40-foot steel flat; arrived 1966, scrapped 1972.

Steel Gondola. Chesapeake & Ohio No. 29264 (ex-Hocking
Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads

Steel combine. Baltimore & Ohio branchline model; last
used in worktrain service as car X-4072; acquired in 1967
(brought back from Strawberry Festival in Buckhannon); con-
veyed to the Hocking Valley Scenic R.R. in 1972.

Hospital Cars. An undetermined number of these U.S.
Army cars (12?), previously used on the Greenbrier River
excursions from Cass to Ronceverte, were brought in by the
local freight in 1976 and stored on the C&O siding above the
water tower (today's Greenbrier deadline spur); removed
prior to the C&O's closure in 1978.

Mystery C&O Coaches. (3) Donated possibly as early as
1962 for use on the excursion railroad (they would not take
the curves but they were free!); branchline-style coaches,
not heavy weight; disposed during 1965.

Cass Scenic Railroad Equipment Roster (All-time)

by Philip Bagdon

Seasonal Historian, 1996
Cass Scenic Railroad State Park



All photos by Philip V. Bagdon

Open Platform No. 5 was one of eight first-generation excu-
sion cars built from Mower Lumber flats; here in August 1968,
it's part of the Bald Knob consist.

Excursion Car Fleet

(There are 15 available excursion cars in 1996)

No. 1. Standard Closed Platform. Converted from one of
the four Swandale logging flats in 1970 into Bald Knob
'cinder car' (originally No. 12); received a roof in 1993.

Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River
Coal & Lumber steel logging flats in 1967 as Nos. 13-15;
renumbered in 1988.

Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform.
Former Meadow River Lumber B-series skeleton log cars.

Nos. 9, 14. End Units. B&O cabooses - 30-foot wood,
steel frame, acquired by Buffalo Creek & Gauley (C-111
and C-119). Donated by Pittston Coal in 1970. Lettering as
they came to CSRR: C-111 for BC&G, C-119 for B&O.
Retained original numbers until 1988.

No. 10. Open Platform. Former Meadow River B-series
skeleton log car. The last of the "cinder cars."

Cabooses

Chesapeake & Ohio 90788. Standard wood model
(reportedly 1926-type) donated in 1966.

Meadow River Lumber 3. Standard C&O wood (1924);
Meadow River Lumber Co., Rainelle (served one the last
log train in W.Va.; donated by Georgia-Pacific in 1972;
received top-to-bottom repair in 1996.

Version 2.0 • September 1996



Log Cars

Mower Lumber Wood Archbar Flatcar. There were over 200 of these 40-foot wood flatcars used at Cass by West Virginia Pulp & Paper during the lumbering heyday; Mower Lumber Co. (1942-1960) operated a reduced-size fleet. Part of the original excursion train (Closed Platform No. 3) and the only extant Cass log car, it is currently spotted on the old company store road in Cass awaiting restoration.

Meadow River B-series skeletons (13 including Whittaker Camp No. 5). A total of 22 of these steel 40-foot log bunks (some built) donated by Meadow River Lumber's successor, Georgia-Pacific, in 1972 - with 12 (B-1, B-4, B-5, B-6, B-10, B-12, B-15, B-16, B-21, B-23, B-25, B-30) brought directly to Cass and 8 (B-2, B-3, B-7, B-8, B-11, B-14, B-18, B-22) placed in storage at the Howes Leather Tannery in Frank. See excursion cars for 9 cars converted for excursion service. Today, B-11 and B-30 are still used in railfan charter service for log train renderings. Car B-10 has carried the American log loader since the early 1980s; B-12 is part of the Whittaker Camp No. 1 display; B-14 has carried the Climax boiler since it arrived from Canada. Nine additional cars are scattered through the array of rolling stock on the Greenbrier dead line.

Meadow River E-series (2). These skeleton-style adaptations - E-31, E-32 - began service at Meadow River Lumber Co. as ex-C&O flatcars used as spacer cars (between oversize 'long tree' loadouts). Research shows that there were at least three E-series cars at MRLbrCo. The pair came in the 1972 group from Georgia-Pacific (see above), originally stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

Freight Cars

Single dome oil tank cars (2). CSRX 219 and 220; donated by Pennzoil Oil, Charleston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the end of No. 3's operation here in 1993.

Single dome chemical car. WVAX318; acquired as U.S. Navy surplus by South Branch Valley, used for diesel fuel storage; shipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.

Navy Boxcars (6). Standard 40-foot steel cars, all formerly United States Navy Bureau of Ordnance (St. Juliens Creek NAD) boxcars. Two came via the South Branch Valley R.R. in 1978; four additional cars were shipped in the

Locomotive fuel oil cars, CSRX 219 and 220 on the nearby track, 3-72.

rolling stock movement of 10-85. In Cass yard are: SBVR 40 (built 11-42). SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Juliens Creek) No. 61-0037 and 61-08352. SBVR 100 is parked at Whittaker Camp No. 1 for storage.

Navy Flatcars (3). Two these 40-foot steel 'fishbellies' 'COB' and 'OD' are active in worktrain situations (cribbing during May 1996, etc.); they are also occasionally masquerade as logging flats during railfan charters. Car 'OD' sits on the Cass yard dead line with rotted deck.

Passenger Cars

Dining Car. Chesapeake & Ohio "Fraunces Tavern"; bought by Jack Kane in 1964 and installed on the old C&O house track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office.

Dining Car. Chesapeake & Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.

Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single two-sided bench extending the length of its interior.

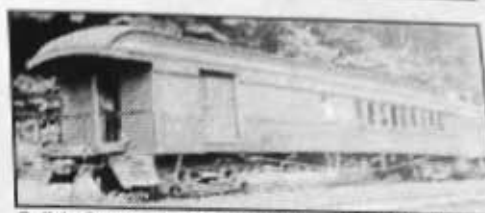
Baggage Car. Norfolk & Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 "Fredon"); came to Cass in the equipment shipment of October 1985.

Other Railroad Equipment

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal & Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the ex-ERC&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).

75-ton Steam Wrecking Crane. Industrial Brownhoist 75-ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C&O Greenbrier line to pick it up at Durbin.

C&O Kitchen Car No. X-999578. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.



Buffalo Creek & Gauley work dining car No. X-15, 8-67.

Cars With Questionable Futures

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek & Gauley R.R. from Cherry River Boom & Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.

CSRR Closed Platform No. 110. One of two ex-Chesapeake & Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek & Gauley in C&O lettering); car frame was rusted.

Canadian National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

Cars Dismantled or Destroyed

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976, railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.

Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.

Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418, rotted away and was finally destroyed around 1977.

Continued on back panel

9:00 daily except Tuesday and Wednesday

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

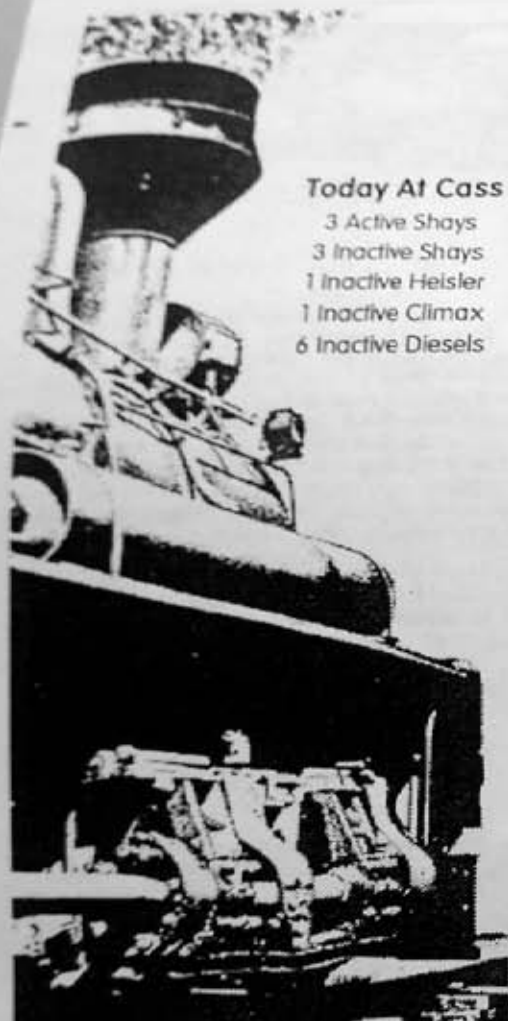
...of the Cass Lumber mill once one of the

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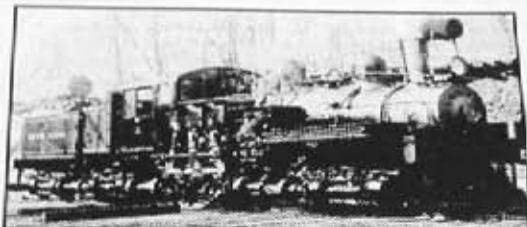


Today At Cass

3 Active Shays
3 Inactive Shays
1 Inactive Heisler
1 Inactive Climax
6 Inactive Diesels

CSRR brochure art, 1964-67

Sources other than personal research:
Artie Barkley, George Deike, Danny Selcomridge,
Bud Cassell, Darren Seldomridge, John Cassell,
Wayne Cassell, Rex Cassell, Richard Sparks,
John Killoran, George Fizer



Shay No. 3 (leased from Oregon Historical Society), May 1972.

Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore & Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.

GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

Locomotive Scrapped

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg & Rorerve R.R.; acquired by Greenbrier, Cheat & Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West Enc (Tunnelton), then moved to Monitor No. 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \$1,000, examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. It was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham County R.R.-Bear Creek Junction R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore & Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C&O before closure. Scrapped in 1980; cylinders and trucks sit on cars up the Greenbrier deadline spur.

Cass Scenic Railroad Locomotive Roster (All-time)

by Philip Bagdon
Seasonal Historian, 1996
Cass Scenic Railroad State Park



Shay No. 7 (ex-Meadow River Lumber), August 1968.

All photos by Philip V. Bagdon

Active and Shopped Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliance Research (Vancouver Wharfs Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal burning in 1984.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boom & Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside

* Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

Version 2.0 • September 1996



Climax No. 2 shortly after its arrival, July 1971.

Shay No. 5 (c/n 1803, 1905). 80 tons; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass – the oldest and longest operating Shay here; its cylinders were cracked in 1958 while saving the mill's dry kiln plant as a steam source, this was impossible when the State acquired the railroad in 1960; after repair, it was put into service three years later; currently out of service for a flue sheet replacement; it will be back in service for May Railfan Weekend.

Shay ("Big") No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of "Cass No. 12" (in its original, 154-ton 3-truck form) – were used as foundational design; worked the Western Maryland's Chaffee Branch (coal spur out of Vindex, Md. with a 9% ruling grade) for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1990 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1961, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1964-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting; fired up and tested on 9-21 and 9-24 (first run up mountain); it will run this fall, at least periodically.

Out of Service Steam Power

Heisler No. 6 (c/n 1591, 1929). 90 tons; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa.,



Heisler No. 6 (ex-Meadow River Lumber), August 1967.

then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service on Bald Knob Inaugural Weekend (May 1968); out-of-service since 6-95; needs a new boiler.

Shay No. 7 (c/n 3131, 1920). 70 tons; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job – Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Climax No. 9 (s/n 1551, 1919). 70 tons; built by Climax Locomotive Works, Carry, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons; built for an Alabama logging enterprise; spent about two decades in West Virginia – first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone & New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here – until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

Diesel-electric Units

No. 20. General Electric 45-ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.

No. 34. G.E. 65-ton switcher, U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.

Nos. 16 and 17. Alco S4. Built for Baltimore & Ohio; acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.

Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley R.R. before the C&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.



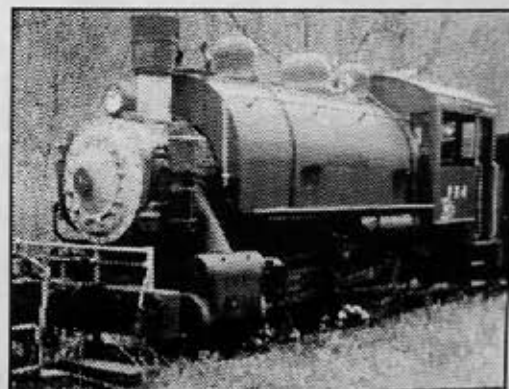
Shay No. 1 (ex-Mower Lumber Co.), May 1970.

Disposed To Other Railroads and Sites

Shay No. 1. (c/n 1519, 1905). 65 tons; built for G.W. Huntley Lumber Co., Roncoveite; the same year sold to Flint, Erving and Stoner Lumber Co., Thornwood; then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat & Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 (42-ton, two-truck "Old Barney"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore & Ohio Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel & Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; returned in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

Continued on back panel



Porter 0-4-0 Tank Locomotive (ex-U.S. Army), March 1975.

Locomotive fuel oil cans, CSRR 219 and 220 on the ready track.

rolling stock movement of 10-85, in Cass yard are: SBVR 40 (built 11-42), SBVR 229, and car in NAD lettering with unidentifiable number. Boxcars on the Greenbrier dead line are USN (St. Julians Creek) No. 61-0037 and 61-08352. SBVRR 100 is parked at West.

Spectacular for the only state that can even an up hill railroad.



The WEST VIRGINIA

SINGLE
COPY
25c

Hillbilly

VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA

Save The Train!

THE STATE CAN BUY A RAILROAD
AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a penny for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

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Keep this issue as either a souvenir of West Virginia's backwoods or its forwardness. Remember: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.

Legislative Report

(From The Charleston Gazette)
Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a forty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Kootz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.

The commission would have charge of the railroad as a tourist scenic attraction for the state in the event of purchase by the state.

Tentative offers totaling a maximum of \$254,110 were quoted in the committee by House members. The offer represents the purchase price for 13 miles of railroad in extensive land area, as well as certain additional features, including tax cuts.

The offers were made by representatives of at least three interested parties who would be involved in the deal. They are Mower Lumber Corp., Mower Lumber Co., and Don Mower Lumber Co.

It was learned also that a private investor identified only as a "certain" southern bank.

(From the Page 14)



Pictures

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Page 8

Made By

Mr. and Mrs.

William E.

Barrett, Jr.

Of Arlington, Va.

Going Up Chest — West Virginia's Most Talked About Train

Baum Writes Again about Cass Train

Dear Mr. Combs:

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that I found out my tale on the Twentieth

I was probably instrumentally here several years ago in helping to get the idea started. With subsequent trips with the railroad. The Twentieth to purchase property from the ERTI at cost. I think the idea was blossomed and then ripe and disseminated all the Twentieth men finished the decision. Mr. Witham to continue the owners of railroad, Kovalchick, Salvage concern, Pittsburgh, to follow through with the Mr. Witham was up until the line was officially abandoned. The Twentieth was up there and still in the operating. Vice-President should go on a sack of Sub and next week (the first weekend in November) is the end for year? You can also compare the multi-million dollar the Cass outfit has over the ERTI at

(From the Page 4)



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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it, it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.



The little train fetched in this log for the now defunct bull chain of Mower. The little train can possibly bring in greater wealth than this.

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The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \$284,110 were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

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VOL. II NO. 49

NOVEMBER 12, 1960

RICHWOOD, WEST VIRGINIA



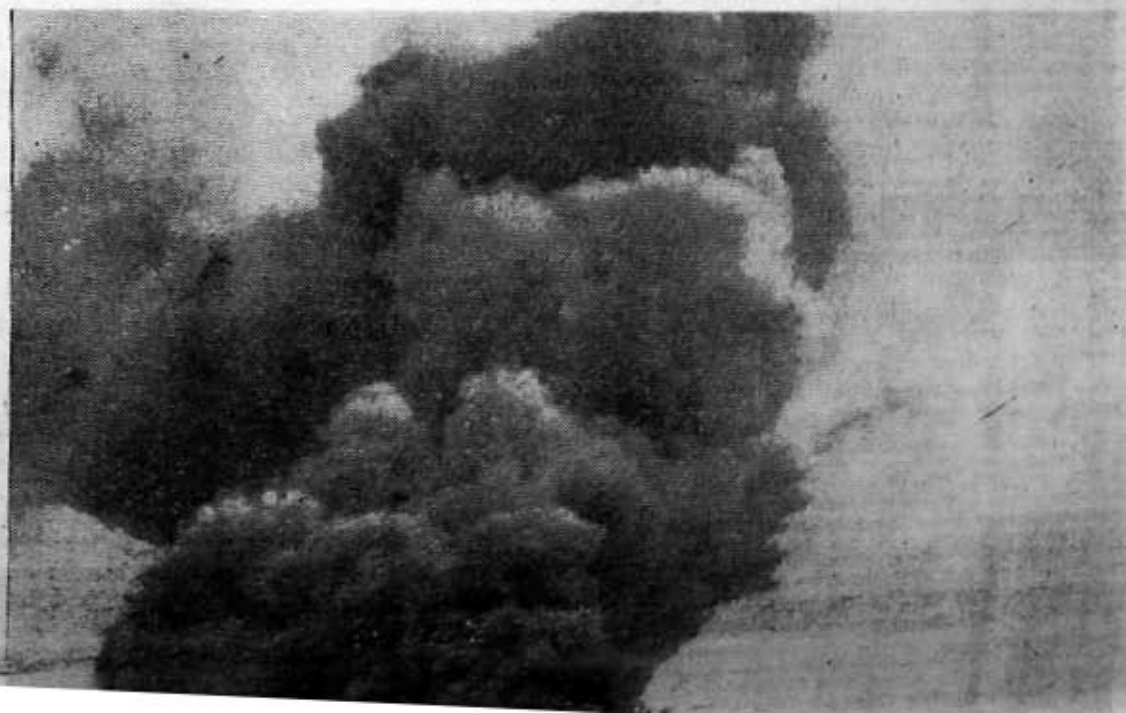
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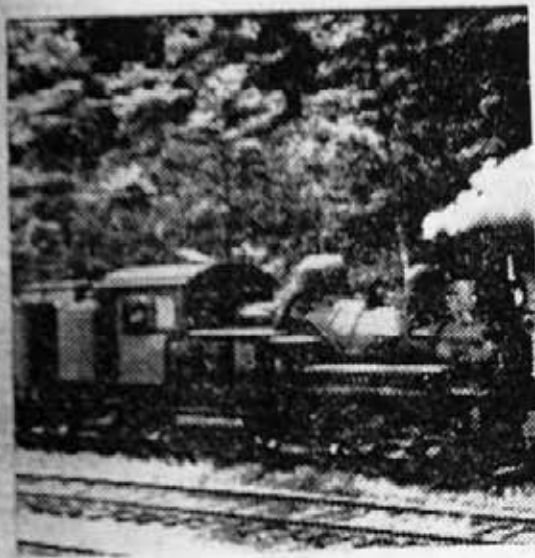
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Let's Save the Railroad!

RUSSELL BAUM MAKES PLEA
FOR "EASTERN" PRESERVATION

From Page 1

the Strasburg. There is not even a close comparison on this score. The negative point, of course, is location. But I'd like Mr. Wilburn to tell you about the amount or lack of I should say, local trade. It's mostly long distance traffic. The EBT is located at Orbisonia, Pa., and the Strasburg at Strasburg. If you fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orbisonia.

I think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks — very little has been done to preserve the most cherished heritage of all — our human heritage.

And where is the preponderance of human heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia try to be eastern pretenders to the Rockies. But no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite—Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

the cost of salvage rail at about \$1.50 to \$2.00 per foot. And the more of these places we add, the more attractive a travel package the East will be — or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East

As an aside — if at this time I could land an attractive job in the West I'd do so. I love to travel — and that is becoming the American pastime—and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paul Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones — "Timber"? How many people have gone through an honest to goodness saw



The railroaders call this "clawing" and the old coal-burner is sure clawing up Cheat.



Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



Brakeman Barelay walks his last day on the empties. His job finished on June 30. He is a valuable man if put to work to take the tourists for a ride.



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.





Old No. 4 gets shifted. This is up in the mountains six miles above Cass.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go, that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

itage of all — our human heritage.

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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe—the museums colosseums, pyramids, that take people there. One note—a local friend of mine

serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America — the Railroad.

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Last year in Longview, Washington, I went through the Weyerhaeuser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population—no. Just a pure genuine interest in our human heritage—lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what — just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favorite—a cave; and of course the not to be forgotten heritage of our future—the National Radio Astronomy Observatory at Green Bank. Believe me there's a Gold Mine in Them Thar Hills and it's not in California.

And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the



These pictures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.



Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 100 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.



This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't go. That down the years it will pay the state a pretty penny as a souvenir of the past. A logger's museum could be garnered here.



That's a log loader, children. Sure you know now. But there will come a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.



The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of Old Cheat.

level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for—its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West. And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \$500 round-trip airplane fare. It's the human heritage in Europe—the museums colosseums, pyramids, that take people there. One note—a local friend of mine in the junk business advises me that the maximum the line should be worth is \$7500 a mile delivered in Pittsburgh if the rail is resaleable and \$5000 if of only scrap value. Also he says that to lay track new would cost—labor \$10 per foot and \$2,000 for switches plus

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum



Last empties come from the Cheat woods. It's the last day of a sixty year span. West Virginia add 150 to its unemployed.



Clyde Galford brings in wood from the hills. This is truly a picture of West Virginia's glorious past.

People, who are deeply interested in the fate of the Cass railroad have been asking me if it is maybe possible to have a mass meeting somewhere in the state. Any suggestions along this line from readers?

NOVEMBER 12, 1960



THEY BEEN WORKIN' ON DE RAILROAD

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gainer, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yoké, T. G. Matney, and Herb Schupbach.

Cass Train Report

(From Page 1)

er." is interested in buying the railroad if the state decides against making the purchase. His reported offer is about \$75,000.

Co-Chairman Harry R. Paul-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunday, jesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet—just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep, old-style railroad, with the old diamond stack steam locomotive capable of laboring up the scenic countryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground water said to be about 100 feet h is within the cavern near railroad.

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er." is interested in buying the railroad if the state decides against making the purchase. His reported offer is about \$75,000.

Co-Chairman Harry R. Pauley (D-McDowell) pointed out that the Government and Finance Committee lacked a quorum to take formal action Sunday. The total of four members present was two short of the quorum required for the 10-member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

Will Meet Nov. 13

The committee set Nov. 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

ONLY RAILROAD NOT MERGING

Between sessions of two legislative committees Sunday, jesting senators and delegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D-McDowell) commented:

"This is the only railroad I know of that doesn't want to merge with another one."

ter from Midwest Steel Corp., which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \$5,000 option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent special legislative session.

The railroad starts at the town of Cass and winds along Leatherbark Run up Cheat

Chair's Speech

Page 5)

the private institu-
parts of the coun-
be alarmed over
proportion of stu-
state institutions—
they resist ex-
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Get Together

can get together
of each of our
It would be no

is the only criterion in deter-
mining whether we need more
money or not. We shall talk
about the improvement of ed-
ucational quality, instead, or at
least in addition. We shall try
to work out ways of identify-
ing and rewarding talent as
distinguished from mere time-
serving. It's talent that we
want to get and don't want to
lose—let's put our money there
—we can always get warm bod-
ies to stand up in a classroom
and call the roll. We shall vis-
it each other's campuses and
learn about each other's prob-
lems and strengths first hand.
I get tired of hotels—but never
of campuses. We shall help each
other. First we must sell, even
more than we have, the values
of higher education to the peo-
ple and their leaders—make
absolutely clear its indispensa-
bility to the State, to the Na-
tion and to youth in the second
half of the 20th century. We
shall join in encouraging in-
creased corporate giving to
higher education and in edu-
cating all our alumni to the
fact that their own education
whether public or private, was
heavily subsidized. Together we
have avenues of approach to
foundations, corporations, legis-
latures, churches and individ-
uals and groups of all kinds
that we may not have sepa-
rately or alone.

We shall endeavor to explode
the fallacies in the public mind,
such as that tax-assisted insti-
tutions don't need private sup-
port, that voluntary contribu-
tions to public institutions re-
duce contributions to other in-
stitutions, that private institu-
tions can survive by just keep-
ing on raising tuition, that pri-
vate institutions suffer unfair
competition from low fees in
tax assisted institutions. All of
these are sheer nonsense. Let's

The Latest Word on Cass Choo Choo

By Ivan N. Hunter

Just about everybody in West
Virginia, and several other
states too, with a few notable
exceptions, has fallen in love
with the Cass Railroad. This
fact was brought out at the
Legislative committee meeting
held in Charleston Sunday, No-
vember 20.

A petition bearing the names
of 1500 Marshall College stu-
dents, along with numerous let-
ters and wires, was read to the
six man group before they unan-
imously voted on co-chairman
Harry Pauley's motion to recom-
mend the purchase.

The motion instructed Con-
servation Director Warden M.
Lane, to get in touch with the
owners of the railroad and roll-
ing stock and attempt to get
a reasonable price quoted for
presentation to the full house
membership when they convene
in January for the 1961 ses-
sion.

During the Sunday meeting
Director Lane revealed some
of the long range plans for
tourist development in West
Virginia by his Conservation
Commission. The Director spec-
ifically mentioned the Seneca
Rocks area and the Bluestone
Gorge as projects whose de-
velopment should have higher
priority than the Cass scenic
Railroad.

Lane expressed only mild en-
thusiasm for the development

scholarships. We are about to
set up a joint statistical service
and joint efforts in fund-raising.
We hope to work more
closely together increasingly in
the highly important field of
adult education.

of the Cass line but told the
committee that his department
would be glad to operate the
scenic line if the legislature
followed the committee's ap-
proval and "give us enough
money to run it on".

Listing some of his objec-
tions to the project the Con-
servation Commissioner noted that
the town of Cass was almost
inaccessible to concentrated
tourist traffic. He also stated
that the cost of acquiring and
operating the scenic shay line
might prove prohibitive.

Ted Rife, an employee of the
radio-astronomy center at
Green Bank, and an ardent
spokesman for advocates seek-
ing to preserve the last steam
mountain line in operation in
the eastern United States, dis-
puted some of the cost figures
quoted earlier in the hearing
by Director Lane.

"The Bluestone Gorge and
Seneca Rocks have been in
place for a million years, and
will last another million", Rife
said. "But the Cass Line will
be sold for scrap unless some-
body takes action soon", Rife
went on.

Disputing the need of an ex-
pensive lodge to house and feed
tourists Rife explained that the
state could purchase several
old Pullman coaches and dining
cars and set them off on a sid-
ing and the Cass Railroad would

be in business, at a fraction of
the cost estimated by Director
Lane.

Even the amount of coal re-
quired to climb Bald Knob fig-
ured in the discussion. Warden
Lane had earlier told the leg-
islators that his department es-
timated that it would take ten
tons of coal to make the steep
ascent.

Railfan Rife challenged the
tonnage figure and told the
members that it would only
take four tons to climb the
mountain and "a half a ton to
come down".

"We propose to hold a pub-
lic meeting somewhere in the
state, as suggested by the West
Virginia Hillbilly, to plan for
action to present our cause to
the West Virginia Legislature
when it convenes in January",
the astronomy center account-
ant announced at the meeting.
"Public notice of the time and
place will be announced," Rife
concluded.

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR

One of the few humorous
books on the Civil War is "The
Flying Gray Haired Yank"
written by Michael Egan of
Parkersburg in 1888.

TWAIN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain
once lived in Mason County.

Person to Person

R. E. Mathews of Weston will
receive Hillbilly for the next
52 weeks with the Christmas
at the invitation of WOR to tell
tv and radio audiences of the
Manhattan area why Hillbilly is

newspaper for the state with two Universities.



The WEST VIRGINIA

SINGLE
COPY
25c

Hillbilly

VOL. III NO. 15

MARCH 18, 1961

RICHWOOD, WEST VIRGINIA

Time to Start Workin' on 'de Railroad

There is somebody who doesn't like a railroad. Somebody who doesn't want to buy a little Cass Railroad and add it to chugging up to the top of Old Baldy with a cargo of free-sending, fun-loving tourists.

There's somebody that doesn't want to put the unemployed people of Cass to work running a little railroad, to building large tourist camps that

will be necessary to take care of visitors.

That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West Virginians by a

great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little railroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of compromise.

Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it. That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get a good organization to take over

*The Biggest Treasure
in New England!*

MT. WASHINGTON, N.H.

3 1/2 MILES FROM TOP TO BOTTOM!

6293 FEET UP!

**SEE and RIDE
ON WORLD'S FIRST COG RAILWAY!**

This is the story of your trip up Mount Washington on the World's First "Cog" Railway, invented and built by Sylvester Marsh of Lincolnton, N. H. This unique railway, after three long years of construction, was opened on July 1, 1867 and has operated continuously since that time except for one year in the first world war and three in the last.

Weather permitting, trains will leave the Base Station every ten minutes the clock strikes the hour from nine in the morning until six in the evening (9 A. M. to 6 P. M., D. S. I.). When traffic demands, extra trains are run on the regularly scheduled trips and this causes the trains to get off schedule. In early June and late September trains run at 11 A. M. and 2:15 P. M., others as traffic demands.

... happen in our West Virginia hills?

from there, also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.

Let's prove to the world that West Virginia doesn't have to go prowling around Washington for commodities for its people

to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.



Couldn't something like this...

Hillbilly's Salute to The Irish

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There is somebody who doesn't like a railroad. Somebody who doesn't want to buy the little Cass Railroad and send it chugging up to the top of Old Baldy with a cargo of free-spending, fun-loving tourists.

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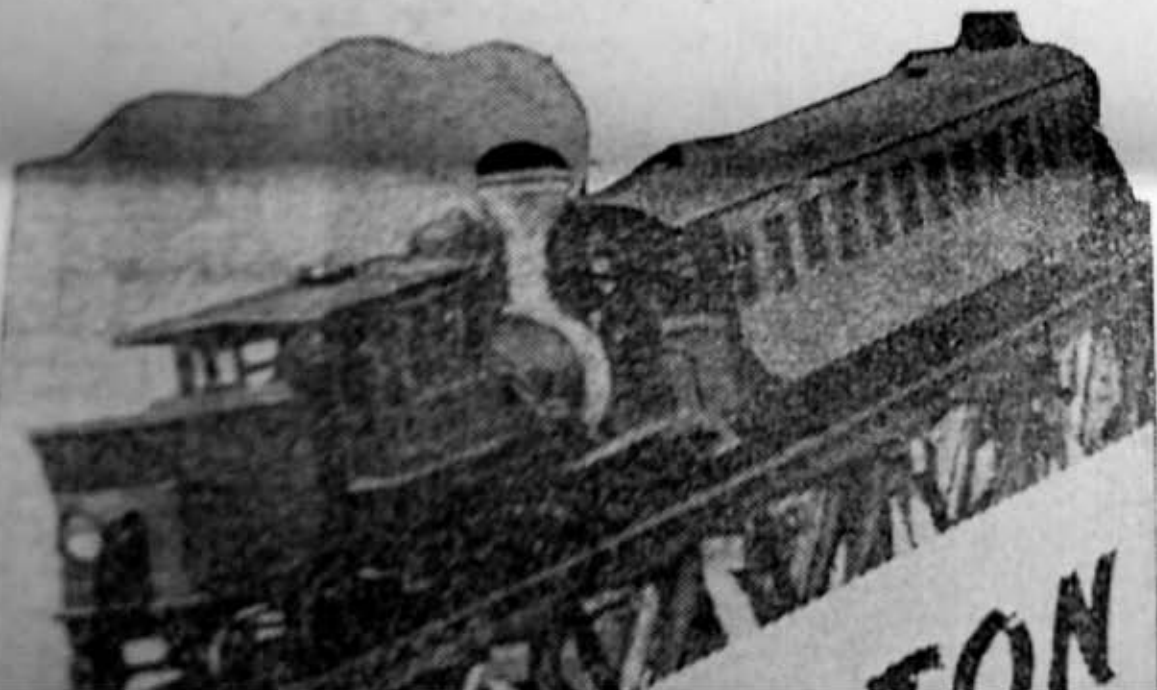
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Railway
3½ MILES TO THE
TOP
OF NEW ENGLAND

Couldn't something like this . . .

Hillbilly's Salute to The Irish Is

Complete Text of Russell Baum's Cass Railroad Plea

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumbering—turn of the century style—for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and especially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have traveled and seen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookville and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the operating tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of N. C. I was told that last year they

is the Silverton Line running from Durango to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durango is a booming tourist center. Hotel rates shot from \$2.50 eight years ago to \$7.00 today for a single, and the unusual part is that Durango is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operating Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling people for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real railroad—most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninteresting stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumbering—turn of the century style—and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car

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The engines themselves are very unique in the annals of Railroading. They are Shay geared steam engines complete with a real 1890 diamond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-ups in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

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To summarize—none of the other railroads serve any other purpose than to memorialize steam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging—the chance to show old time logging railroading at its best—and a large undeveloped cave.

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The highways for entering Cass

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The highways for entering Casa from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.

WUa Hillbilly 10/22/1960

Complete Text of Russeli Baum's Cass Railroad

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HILLBILLY

To Buy or Not To Buy a Mountain Railroad

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND, TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Chest above Gaia in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennisot mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennisot and stopped here and there just to look at it all.

I but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story," says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was

tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Cruikshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

John Killoran comes up to me and I say, "Fill me in, 'John' and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Pearl Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

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Must Be Marlinton

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The beauty of it parades and extends on down the contour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become poetic, but reality jerks me back. I come down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose quivering, as his nostrils dilate in and out like a bellows, giving me no glance

that part of West Virginia. "Tell him that story," says Bill and Gambell haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and in a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew."

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

Wonderful People

And I met Dave Bond, the tv-man, and Larry Fellure (spelling ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And I met Dr. Carl Frazier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a preview of what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a caboose, or personnel car for the weak, and an open-air, side-railinged log car for the sturdy. We all go open-air for the first shank of the journey.

From the very start the ride is skyward. In a minute or so we are past the old Mower mill that has sawed its last log and we pass up the old railroad skidder that has also yanked its last log from the hills beyond, but that is no doubt good because there was no greater rape of the woods than that committed by this Frankenstein of the forest. I think to myself how that old mill could be kept as a souvenir of a now dead way of providing the world with lumber and how there could be a woodchicks museum assembled and kept there.

self I will. Upward we go and it gets colder and I hear Crickshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.

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I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to tell me something.

Switch Backs

"There is only one other switch-back in the United States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull ahead and stops, the track is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not so minute, cinders from the smokesack descend upon us like dirty snow and we all seek head coverage, using my parka hood, and others using handkerchiefs or whatever they can find. The upward go is now very distinctly up and the beauty at the sides is almost painful to look at. Behind us the backdrop of the mountains is more distinct and I notice dif-

fer as the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't."

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And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people.

There is more beauty; beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

To Buy or Not To Buy a

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE
TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD

One barometer of aging I think is a propensity to associate a contemporary act with a half-remembered tune or the half-forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possible tourist attraction.

Meet in Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assembly

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-to-get nonchalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to me, or even interesting, but the fellow gets to talking about how big shots play up to

tion. And there a Bowman, whom I Frank Callendar Bank observator Phillip Newell", and I shake hands scriber whom much about I met.

Strangely enough about Rev. Newellian pastor at C I went to New to check the poverty and d people follow down that t ning Post ga One of the so told me al Rev. Newell told me abo known as t cuitt Rider i there and s

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Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature. At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fiery reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of beamed

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At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm—or maybe a golf course—in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and

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The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before donning the fatal costume, which, although colorful and gay, is still the danse macabre of nature, the last fling before old Baroness Winter holds all in thrall. I have become potetic, but reality jerks me back. I came down hard upon the brakes and swerve dangerously to avoid hitting a young bull which has strayed from a field and over a fence and stands in the road. His head is thrust forward, nose-quivering, as his nostrils dilate in and out like a bellows, giving me no glance

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This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . . ."

Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smoke in proper salutation. I see familiar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, the WSAZ-TV man, who has been going to bat for the train's preservation over his tv sta-

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A Mountain Railroad

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AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

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We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

Train With Smoke

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little girl waves and I remind myself to read some of good old Tom Wolfe and I promise myself I will. Upward we go and it gets colder and I hear Crutchshanks say that "Poor old Comstock is going to freeze to death" and I look about me and see that all the rest have intelligently anticipated this kind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parka-like thing which he gives me

ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they aren't".

Character of Pearl Buck

I had heard that Tom took offense at Pearl Buck's re-

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John Killoran comes up to me and I say, "Fill me in, John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from one and a half to two percent. Some few roads, but not Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent".

I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will

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I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have

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I don't notice the climb upward because it is gradual. I do notice that the autumn splendor is to be seen on all sides and back behind us is a valley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to tell me something.

Switch Backs

"There is only one other switch-back in the United States. This has to switch to climb the hill". What he means is being demonstrated. The engine pull ahead and stops, the track is switched, and now it is pulling instead of pushing. And this isn't so good at all because the wind is against us and all the minute, and not so minute, cinders from the smokestack descend upon us like dirty snow and we all seek head coverage, using my parka hood, and others using handkerchiefs or whatever they can find. The upward go is now very distinctly up and the beauty at the sides is almost painful to look at. Behind us the backdrop of the mountains is more distinct and I notice dif-

and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the second of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people.

There is more beauty; beauty of white jutting rocks from the side, trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.

(Turn to Page 14)

...to Buy a Mountain

LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST
E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE

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and Taxes

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tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory. "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when I went to New York that time to check the Big City for its poverty and depressed areas of people following the dressing-down that the Saturday Evening Post gave West Virginia. One of the social workers there told me about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Parkersburg. He is the "half man" that Pearl Buck describes in her chapter on Hillshire (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two

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"My Many Worlds". Tom Edgar
left his "other half", his two
legs, in Europe. There's a
story there, which I haven't
time or room for now. Let it
suffice to say that he was an
officer and he sat in a church
in Germany (?) making plans
for an attack when a bomb came
through the roof and took his
legs off clean above the knees.
Yes, there's a story there be-
cause the officer completed his
plans, gave some orders in con-
nection with them, and called a
driver and had himself loaded
into a jeep and taken away to
the base hospital. Tom Edgar
is indeed a man.

Wonderful People

And I met Dave Bond, the
tv-man, and Larry Fellure
(spelling, ough) who is a Uni-
versity of Virginia student and
railfan. I met Robert Jacobson,
who is running for Prosecuting
Attorney, and who became a
subscriber. And I met Dr. Carl
Frazier of WVU.

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subscriber. And I met Dr. Carl
Frazier of WVU.

The train is ready to go into
the mountains and give the
legislators and all others who
wish to take the trip a preview
of what kind of ride a tourist
can be taken, if it isn't too
crass to speak of taking tourists
for a ride. There is a caboose,
or personnel car for the weak,
and an open-air, side-railinged
log car for the sturdy. We all
go open-air for the first shank
of the journey.

From the very start the ride
is skyward. In a minute or so
we are past the old Mower
mill that has saved its last log
and we pass up the old rail-
road skidder that has also
saved its last log from the

had it so good.
John Killoran
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"John" and John
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From Cass

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yanked its last log from the
hills beyond, but that is no
doubt good because there was
no greater rape of the woods
then that committed by this
Frankenstein of the forest. I
think to myself how that old
mill could be kept as a souvenir
of a now dead way of providing
the world with lumber and
how there could be a woodhicks
museum assembled and kept
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hundreds have come recent years, but earned the heart- breaks of countless have shared in the unity of the Clark- s' generosity in pro- tional and medical and facilities that ed and enjoyed for

et and world-wide t. Clarkson has visit- America, Europe, the and Mexico twice. at a poignant memory. woman Mr. Clarkson immense ad memories from as he sits in his

To Buy Or Not To Buy a Railroad

(From Page 10)

This red is the berries of moun- tain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him. He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Green- bank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinary efforts of Mr. Silver- stein's cooks. I sit down with

and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investi- gating group saw immense possibilities for the railroad as a tourist attraction.

End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invita- tion to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad

Pocahontas was to have delegation in its midst. Pauley told how glad the to be there and said t the following Sunday (30) the group would i Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ah in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this w took the pasture i stick strides, going and round about, j had been told to good show for then He too, I think, purchase of that it could divert a tion from him.



Sanitary

Ice Cream

MORGAN

U.S. Green

with his brother to give financial aid. The two men have over a half million dollars. The Clarkson Medical at Belle Fourche, the wing of the Dorsett the Aged at Spear-Old Peoples' Home at y, the Bennett-Clark- in Rapid City, a Fund to South Dakota College at Brookings, Hills Teachers Col- arfish. In apprecia- interest in educa- generous contributions, Humanities degree red upon Herbert few years ago, at a ge commencement.

honors have come recent years, but exceed the heart- anks of countless have shared in the untly of the Clark- generosity in pro- tional and medical nd facilities that d and enjoyed for

and world-wide Clarkson has visit- erica, Europe, the and Mexico twice. a colossal memory, rian Mr. Clarkson ndance of memories on as he sits in his r in the lobby of Hotel, watching the s of the land and ves move about

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those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibilities for the railroad as a tourist attraction.

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That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad betimes yearn to share the mountain man's blissful solitude, close to nature?

's With Judge On Hillbilly Decision

r Jennings Ran- guards for Hill- the Washington ipped an editorial Washington Eve- n defense of the hillbilly, and we it on.

ly concur with a Runk's garden- as a compliment, a signature, to be hills Judge Runk.

radios and barking dogs next door, with drag racers and drunken drivers, and with the thousand-and-one other annoy- ances of urban and suburban living, join with Judge Runk in saluting the hillbilly. It is understandable, is it not, if we

his Cadillac and wa fascinated as this wi took the pasture in stick strides, going and round about, j had been told to good show for them He too, I think, purchase of that it could divert a tion from him.



Sanitar
Ice Cream

MORE



AVA

**YOUR
FOOD**

**GREENB
PROD**

MOUNTAIN

GAULEY

Louise McNeill

\$4.00

Hillbilly Bookshop

RICHWOOD

This announcement is neither an offer to sell nor a solicitation of an offer for these securities. The offer is made only by the Prospectus.

New Issue

September 19

OCTOBER 29, 1960

Railroad

d at a feast for the
and me. They have a
with mashed potatoes
and coffee, which is
enormous tin cups.
that calls for the
devotion and I give
it. And my dinner
aren't slouches ei-
ling the stuff away.

of Old Baldy

here is talk of this
and the return of
went to Bald Knob.
and Mrs. Ted Riffe,
Blackhurst, author
of "The Flood", the
his very place, and
talk to the various
about the possible
major Road thinks
good and Herb
carried away with
man was told. I
on the trip was
Harry Pauley said
the state should
to the top of Bald
Knob, by the way,
feet under Spruce
at ground in the
I remember what
and, but I think

Pocahontas was to have this
delegation in its midst. Harry
Pauley told how glad they were
to be there and said that on
the following Sunday (October
30) the group would meet in
Charleston for a decision on
whether or not the railroad
would be recommended for pur-
chase by the state.

The ride back to El Poco was
about what a doctor of tourism
would prescribe. Ahead of us
in a field we saw the unmis-
takable white bobbing of a
deer's tail. Carl Gainer stopped
his Cadillac and we watched
fascinated as this wild creature
took the pasture in his pogo-
stick strides, going in and out,
and round about, just as if he
had been told to "put on a
good show for them legislators".
He too, I think, favored the
purchase of that train, maybe
it could divert a bit of atten-
tion from him.

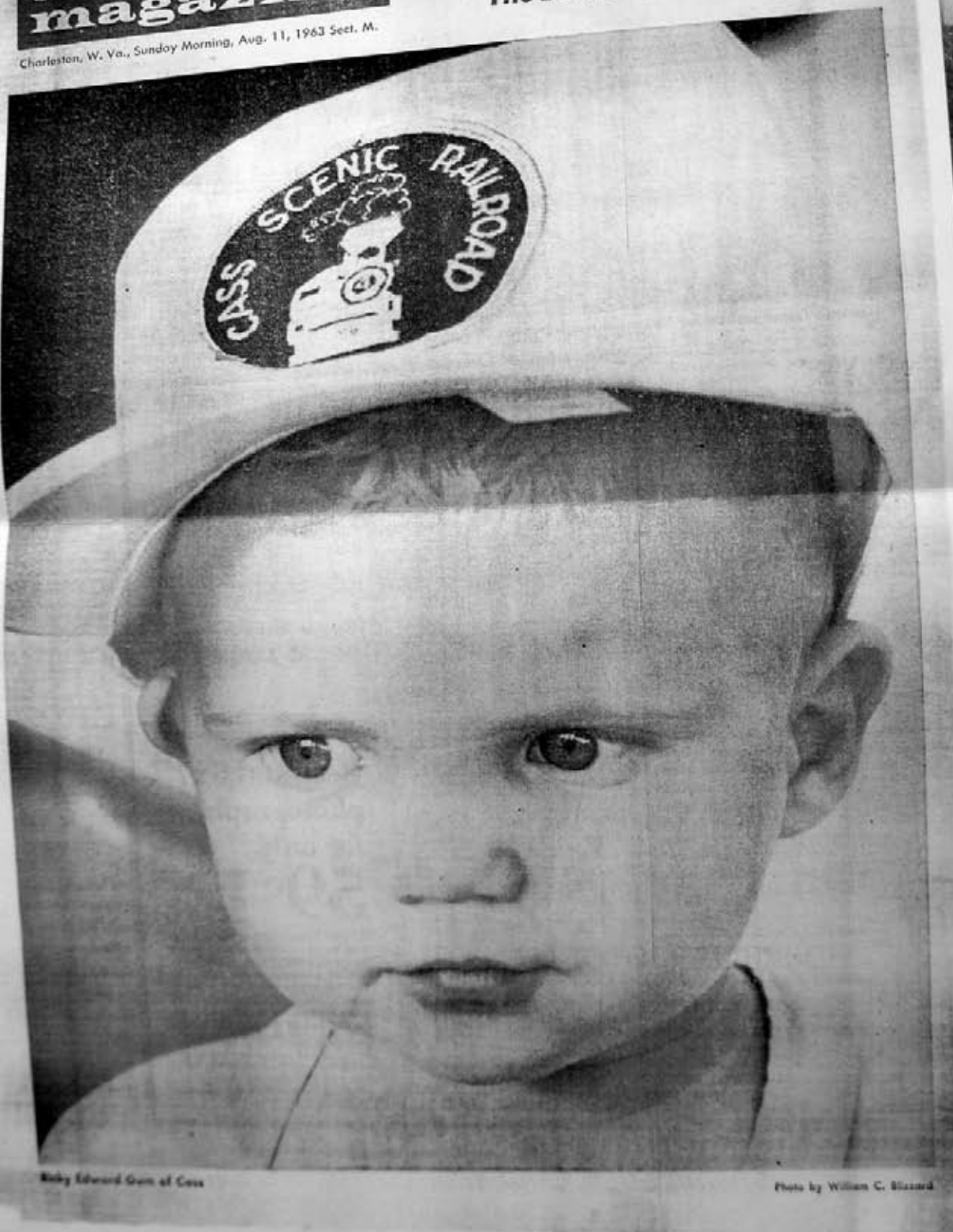


**sunday
gazette-mail state
magazine**

Charleston, W. Va., Sunday Morning, Aug. 11, 1963 Sect. M.

Bright Day at Marmet Hospital
page 6m

The Booming Business in Cass
page 4m

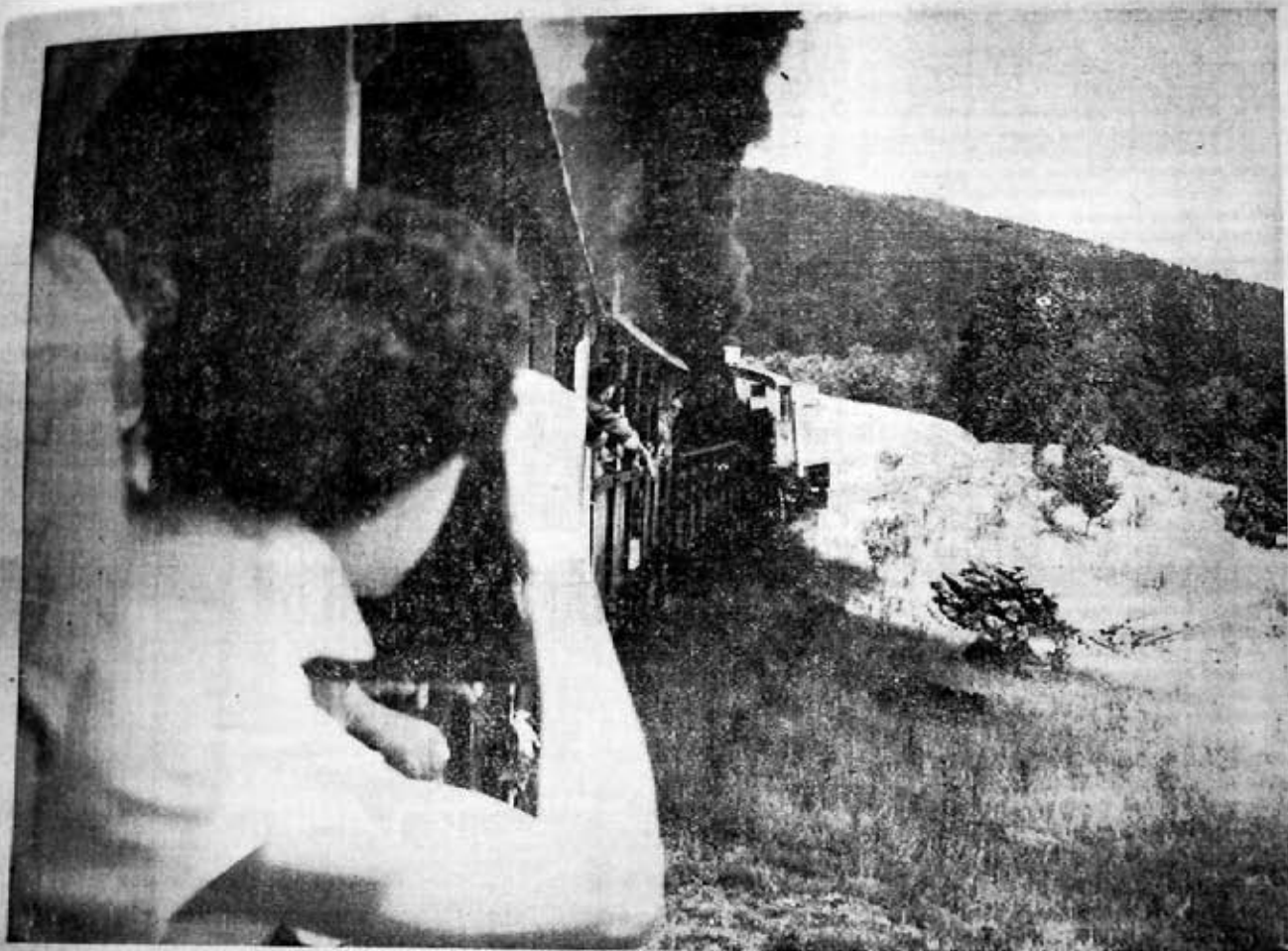


Ruby Edward Gem of Cass

Photo by William C. Blizard

...seems to hinge
the National Italia
Greenbank, only six
came to that part
is quiet, and they
interfere with the

ing are continuing
of the Department
Astronomy Observa-
the \$378,000 grant is
broad development



As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Three months before the Cass Scenic Railroad

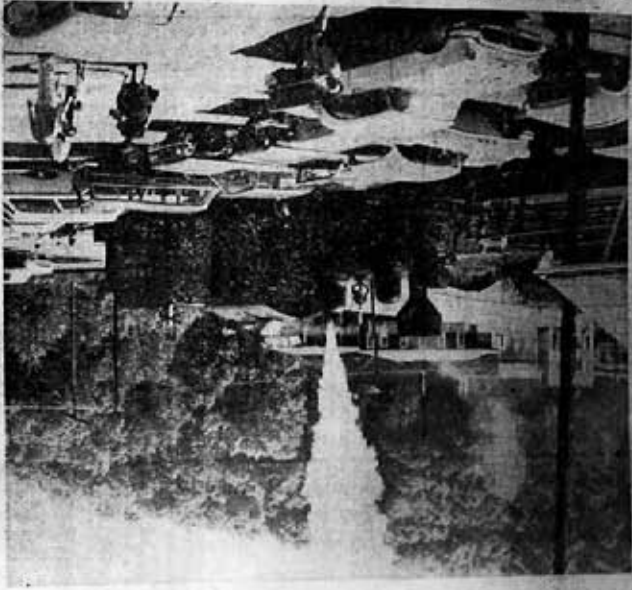
a \$76,000 ARA grant to Cass seems to hinge upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$76,000 grant is approved, Cass Scenic Railroad development

THE BOOMING

THE BOOMING Business in Cass Scenic railroad is keeping everybody busy.

BY WILLIAM C. BLIZZARD



Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"

Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.

Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960, after the Mowbray Lumber Co. closed the sawmill and logging operation which had supported the Cass community.

This four-member committee, headed by Theodore Riffe, chief accountant of the National Radio Astronomy Observatory at Green Bank, and J. M. Kane Jr., a Cass merchant, had a goal: the purchase by the state of part of the logging railway as a West Virginia tourist attraction.

The Department of Natural Resources, plagued by a perennial fund shortage, was not at first receptive to the idea. But the Cass Planning Committee was not easily discouraged. With newspaper support and the aid of friendly legislators, \$150,000 was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.

Although the state had only about \$30,000 to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100th birthday. The Cass Planning Committee thought it could, and it had.

By July 29, before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \$2.00 and \$1.00, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of \$2,205. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second highest peak in the state. Hoped-for funds from the U. S. Area Redevelopment Administration have not been approved.

But the outlook is not dark. Procurement of the U. S. Area Redevelopment Administration had idea to take along a bucket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public restaurants in the area.

The lack of restaurants in the area. These local women work hard to make up for the lack of restaurants in the area. The whole project, by the way, could hardly exist without the cooperation of the Chesapeake and Ohio Railway, which allows its Cass depot to be used as an impromptu community ticket office, waiting room and take-off point. If you decide to visit Cass, it might not be a bad idea to take along a bucket of food and a thermos bottle. If you plan to stay overnight, you should procure hotel or motel reservations in advance. There are no public restaurants in the area.

Upon approval by officials of the National Radio Astronomy Observatory at Greenbank, only six miles away. The astronomers came to that part of West Virginia because it is quiet, and they want no tourist railway to interfere with the rural tranquility.

Negotiations at this writing are continuing between the Parks Division of the Department of Natural Resources and Astronomy Observatory officials. In the event the \$750,000 grant is approved, Cass Scenic Railroad development will proceed at a rapid pace.

An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both sightseers and photographers. Some old railroad cars, once used as logger camps, would probably be renovated and placed in service.

In an article published in the Sunday Gazette-Mail State Magazine of May 14, 1961, I wrote that the problem would seem to be, after the railway gets into operation, not to attract tourists, but to find sufficient living quarters and food for them after their arrival. This forecast seems to have been accurate.

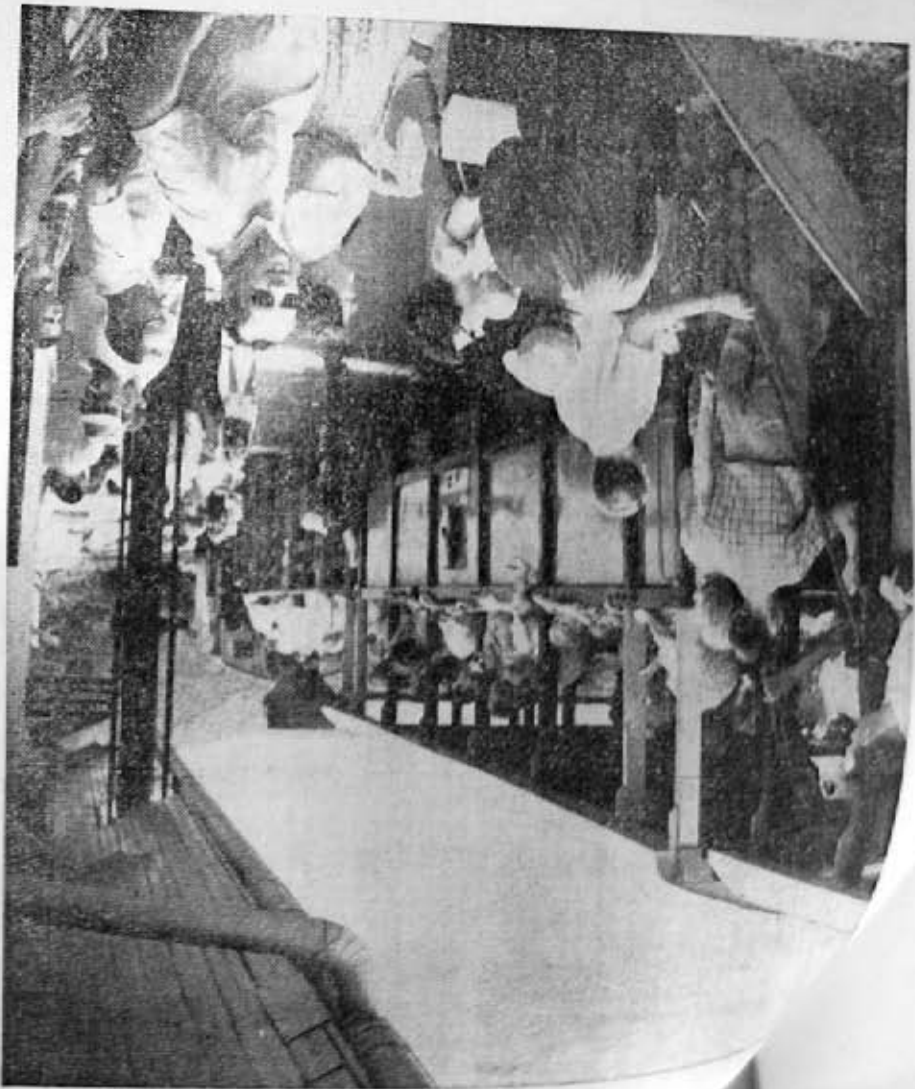
Many of the Cass Scenic Railroad passengers bring picnic lunches and make what otherwise would be just a fascinating ride—a real excursion. For example, the train does not run on Monday and Tuesday, but on Saturdays, Sundays and holidays. It makes three trips—one in the morning and two in the afternoon. On Wednesdays, Thursdays and Fridays, it makes two afternoon trips. Those with picnic lunches go up on one of the early trips, have lunch on the mountain, and catch a later train back to Cass.

On my visit, the Women's Society of Christian Service of the Methodist Church, a Cass group, was making and serving pies and sandwiches and distributing soft drinks in the C&O depot. The local women work hard to make up for the lack of restaurants in the area.

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accommodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer, or consult the W. Va. Dept. of Agriculture's Vacation Farm Directory.

The scenery and climate are worth some slight inconvenience. One of the prettier ways to reach Cass, over an excellent highway, is through the Forest, between Hamersville and Dunnmore.

On the railway ride itself, visitors travel in two large flatcars provided with benches and an overhead covering of wood and plastic. W. E. Blackhurst, a local actorheadcher, taxidermist,

to the crowd.

Virginia "image" to give jollity and friendliness takes advantage of the somewhat distorted West contains native brook trout. Blackhurst will fly bark Creek, which heads up at 4800 feet and As the train turns up the grade at Leather-

He is right. As the Shay pushes the flatcars up the mountain, everyone crowds to the sides, anxious to look at and photograph the scenery. Blackhurst points out some ancient railroad cars where "hoppers" camped for six months at a time, and the only recreation they had was poker.

stranger, just shake his hand and introduce yourself. We don't want any trouble."

Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species. In a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.

The present Scenic Railroad ends on a plateau about four miles up the mountain. Everyone gets out, stretches and eats and drinks in a picnic area for about 15 minutes, then climbs back aboard. The eight-mile ride takes two hours.

Carolina have found out in the Great Smoky Mountains National Park.

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smoky Mountains National Park.

"I didn't see no bears."

however, wrote a complaint, and there were his visitors' book. One young tourist from Marlinton pleased, judging from their remarks in the week to ride the Cass railroad seem to be money may be obtained to develop it. An extensive cave is nearby, the summer climate is ideal, and the scenery is magnificent.

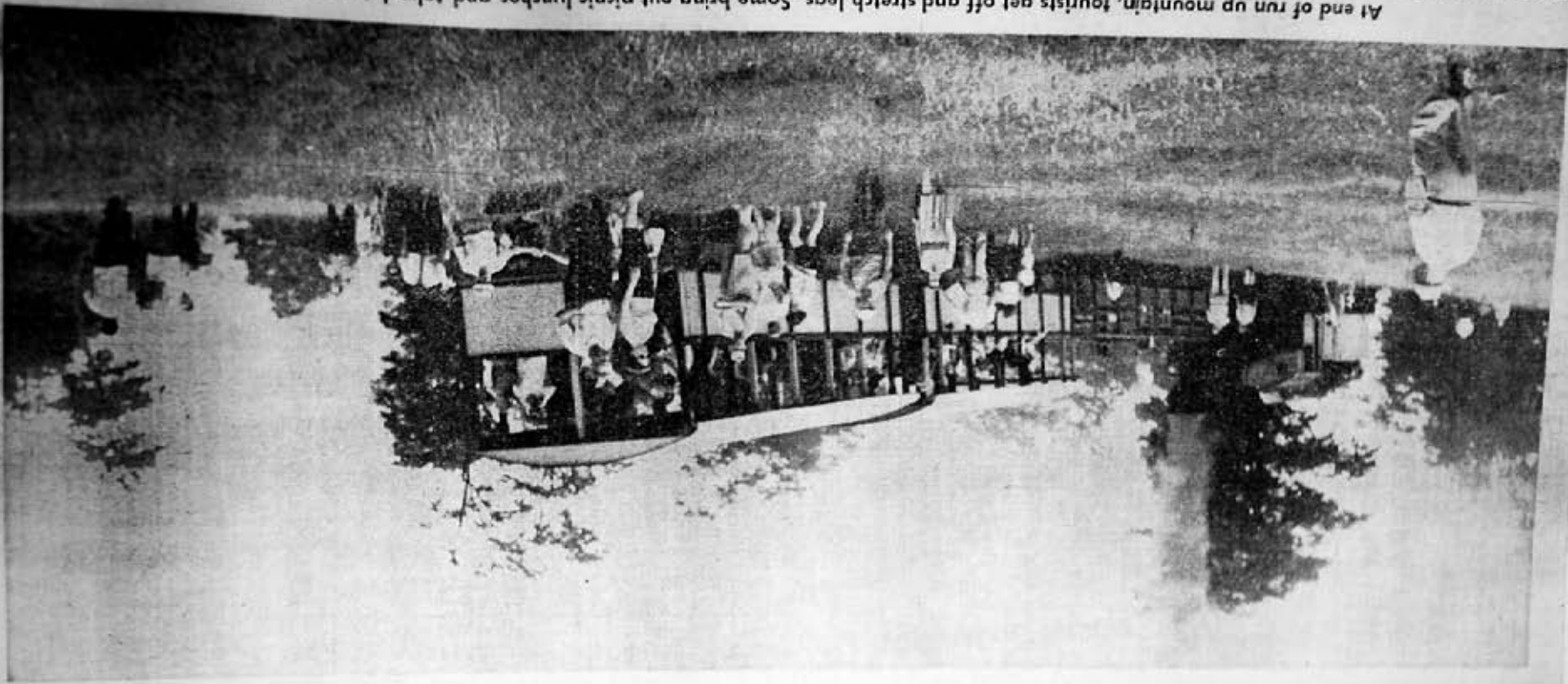
WSCS ladies prepare refreshments to sell to railroad tourists.



Blackhurst's stuffed animal museum at Cass is popular spot.



At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back.



money may be obtained to develop it. An extensive cave is nearby; the summer climate is ideal, and the scenery is magnificent.

The visitors who are paying over \$2,000 a week to ride the Cass railroad seem to be pleased, judging from their remarks in the visitors' book. One young tourist from Martinon however, wrote a complaint, and these were his exact words:

"I didn't see no bears."

Seriously, as residents of Tennessee and North Carolina have found out in the Great Smokies, the black bear is a most popular tourist attraction, albeit something of a nuisance, and even a danger to the incursions. The black bear could be a valuable tourist asset if allowed to multiply in his natural environment around Cass.

A live black bear can attract tourists. A dead one attracts only flies.

The poetical of the Cass area is great. If the be both a long and short haul to suit individual from the top is worth a long ride, but there will long, for those who care to take it. The view way up Bald Knob, the trip may be twice as back aboard. The eight-mile ride takes two hours.

At a later date, when the train goes all the picnic area for about 15 minutes, their climbs about four miles up the mountain. Everyone The present Scenic Railroad ends on a plateau greets the visitor at the door.

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stranger, just shake his hand and introduce

around you, and see anybody that looks like a ever knew them to miss, anyway. So if you look like strangers. If they happened to see any, there's some people who live up here who don't back aboard. The eight-mile ride takes two hours.

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He is right. As the Snow pushes the plateau up the mountain, everyone crowds to the sides. Blackhurst points out some ancient railroad cars where "joggers camped for six months at a time, and the only recreation they had was poker and fighting."

As the train turns up the grade at Leather-bark Creek, which heads up at 4,500 feet and contains native brook trout. Blackhurst willy take advantage of the somewhat distorted West Virginia "image" to give jollily and friendliness to the crowd:

"This is Leatherbark Creek," he says, "and a running commentary with the aid of an effective 'bullhorn.'"

"Never mind about the seals," he tells those who have been unlucky in the scramble for room on benches, "you'll all be standing up before we get very far, anyway."

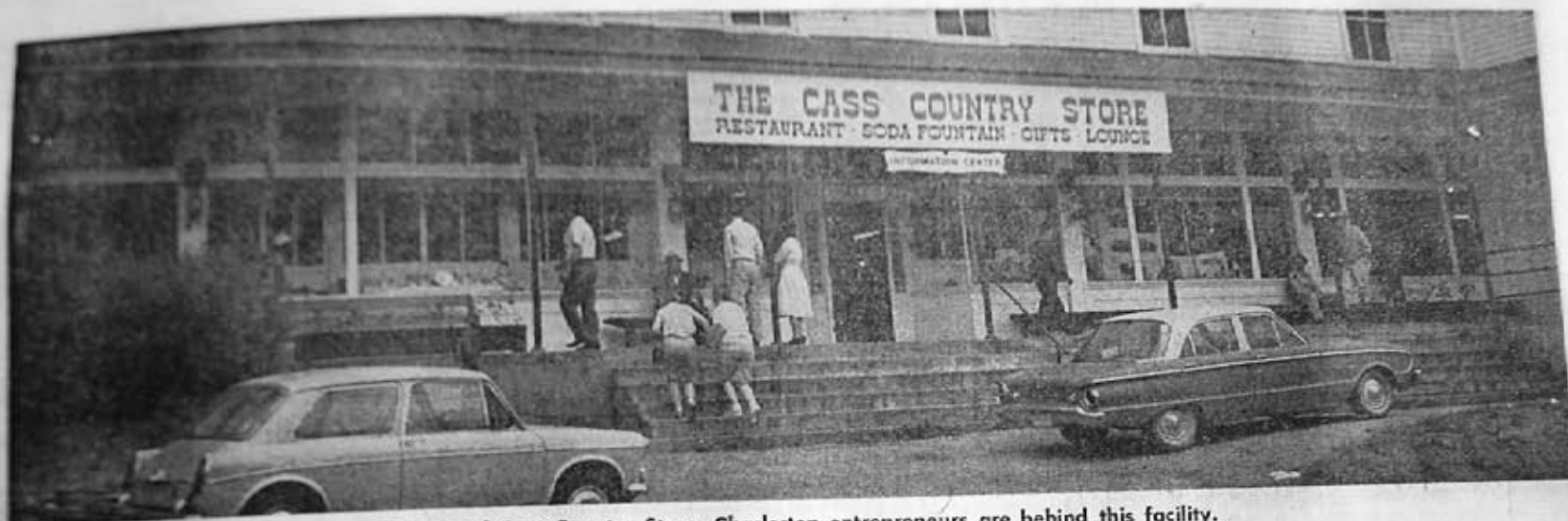
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Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

WHAT'S NEW AT CASS?

BY WILLIAM C. BLIZZARD

On June 15, 1963, tourists traveling the Cass Scenic Railroad on its first public run discovered a pleasant fact: As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1890-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourish-

what is now a major West Virginia tourist attraction.

Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Prob-

State Road Commission will also repave the remaining four or five miles of road to Cass.

The ARA grant of \$576,000 was finally approved, and State Parks officials say that bids on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.

The section of railroad that now exists will be improved. Railroad shops on the line near

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

the first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.

A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles

As mentioned, the noisy locomotive puffing the only real antique.

But their visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out nightly with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and perspiration accumulated during the two-hour train ride, there was plenty of running water—no washrooms, just running water. You had a choice of Leatherback Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bower"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, clinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1963 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desires of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of 1963, the railroad's hair wasn't combed, its shoelaces weren't tied, and its somewhat sooty shirttail wasn't tucked out.

At Cass were intimately associated with the railroad, although opposition to the project by the Department of Natural Resources also slowed progress on

some necessary improvements which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenic Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over half-a-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank.

The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

"No indeed," said they, "we don't want noisy trains and noisy people with their noisy automobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the

problem, and state funds minimum say that once on the railroad work will be received August 17. It is probable, however, that no major work will be done until next spring.

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SUNDAY GAZETTE-MAIL

As advertised, the Shay locomotive pulling the cars was a genuine antique.

But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880-model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.

Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the run and in the old C&O depot.

If you wished to wash away the soot and cinders accumulated during the two-hour train ride, there was plenty of running water—no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.

The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.

The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the desire of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get the Scenic Railroad started during the West Virginia Centennial year. That goal was achieved, but at a price: In the spring of 1963, the railroad's hair wasn't combed, its shoelaces weren't tied, and its somewhat sooty shirttail wasn't tucked out.

At Cass were intimately associated with the railroad, although opposition to the project by the Department of Natural Resources also slowed progress on

some maddening incidents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer who gave ample and favorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Virginia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenic Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over half-a-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank.

The scientists with the big metal ears had built a listening post to the universe at Green Bank because the area was as quiet as a moon crater at midnight.

"No indeed," said they, "we don't want noisy trains and noisy people with their noisy automobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the

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Air-conditioned diner owned by J. M. Kane Jr.



Interior of Shay Inn. Mrs. Shay works in running it.



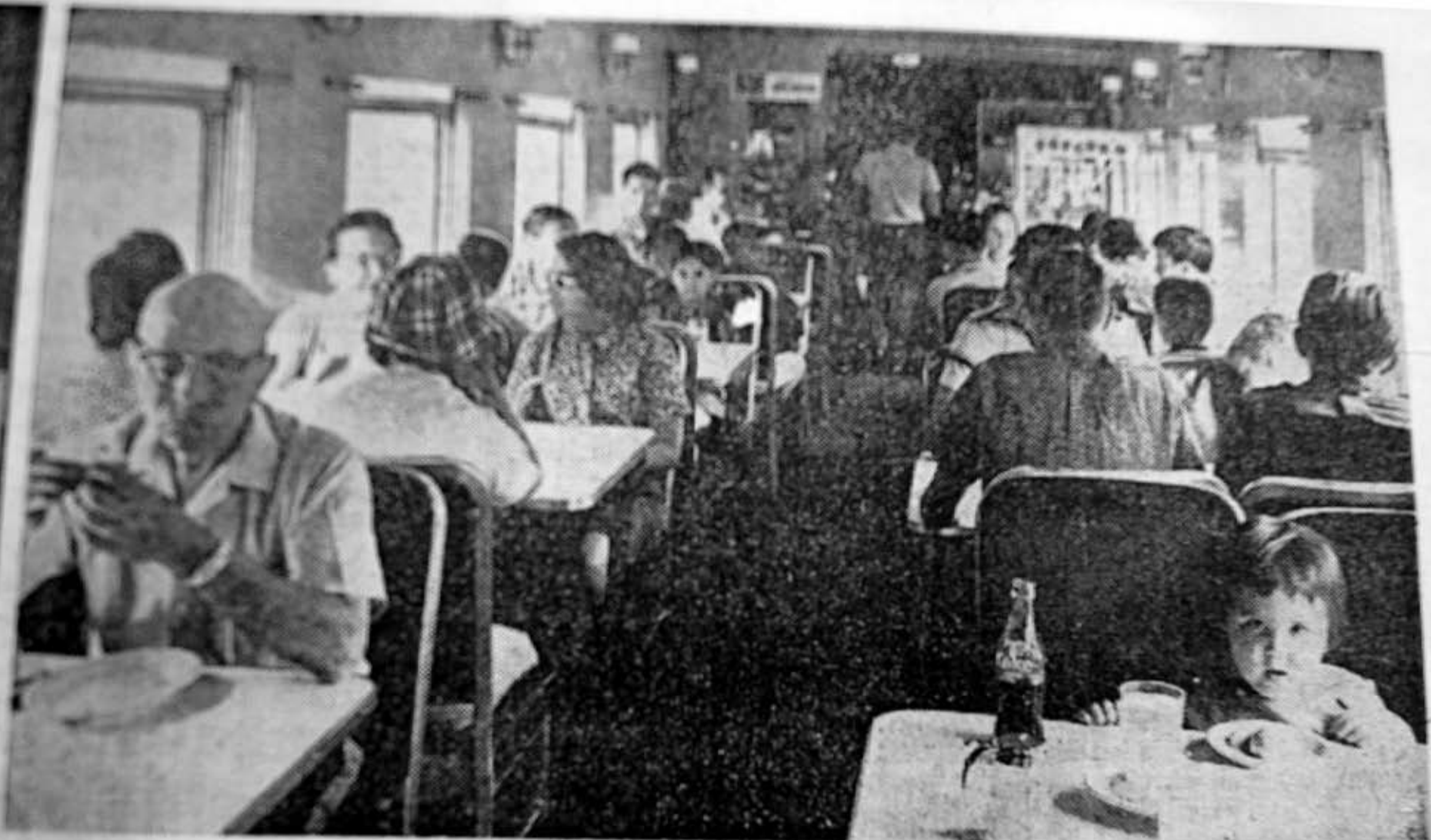
Cass Country Kitchen in country store. Note soda fountain at left.



NEW HOMES

You furnish the lot -
we'll furnish
everything else!



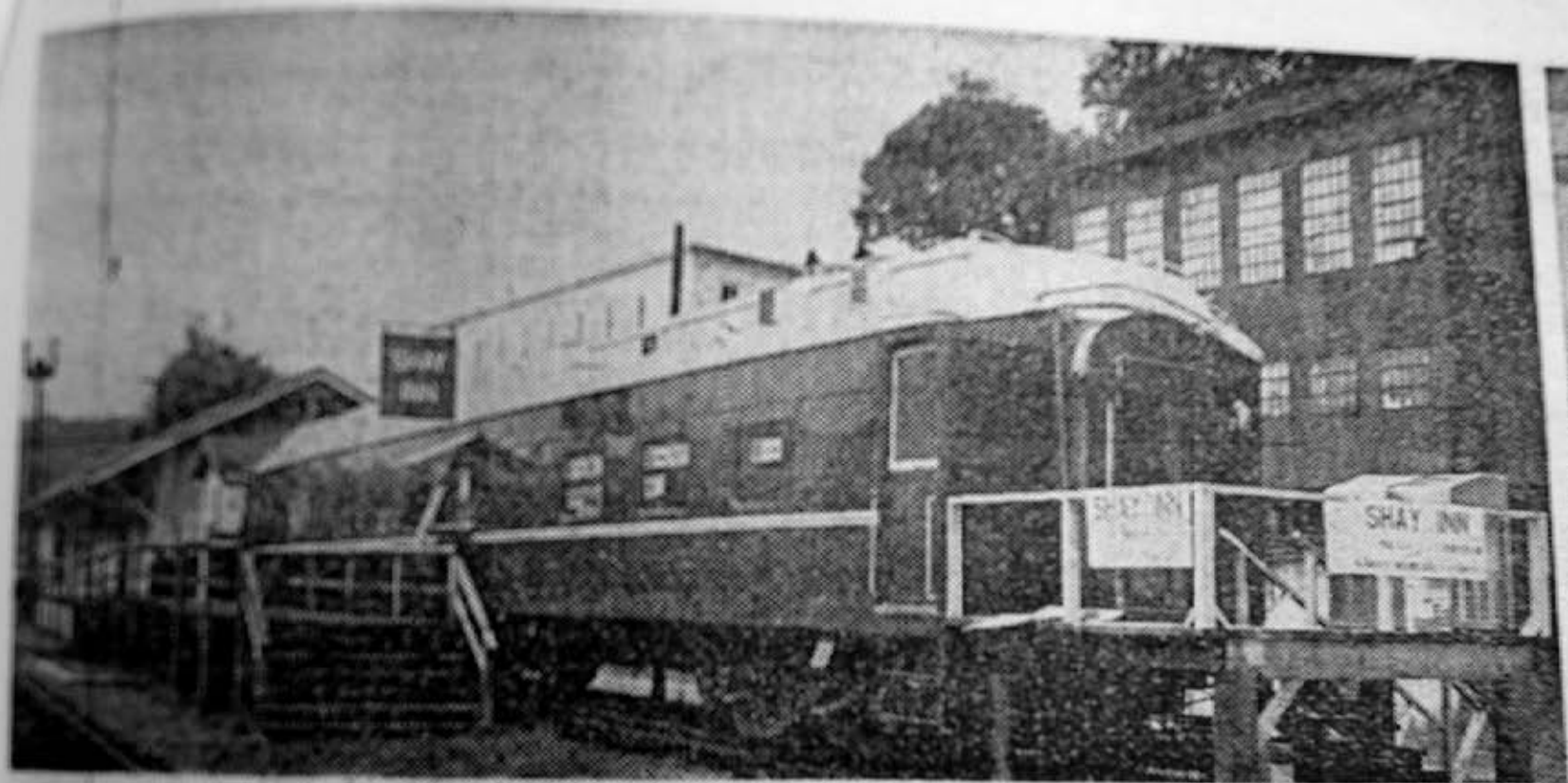


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Soda fountain in country store. Rest rooms are at extreme right.



Display of antique items in Cass Country Store at end of soda fountain.
ITE MAGAZINE, AUGUST 1, 1965

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Writer-photographer William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDERFUL IRON HORSE SHAY

*Built for mountain climbing, it's slow,
mighty slow on the overland trips.*

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Horse Shay.

During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 50-ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.

It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at most, two.

There were those who, in self-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.

Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?

It happened partly because rail lines belonging to the Chesapeake & Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that

operate) snort and puff on the Cass Scenic Railroad, this season hauling 38,057 paying customers up Bald Knob for four miles and back again.

Last year, someone had the idea of bringing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cinderella who became the belle of the ball.

It was decided to repeat the Shay performance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60-mile ride, as the Shay shimmies, from Cass to Elkins.

This was done. About two dozen passengers accompanied Shay No. 4, followed by several passenger flat cars and a caboose, as left Cass about 9:30 on the morning of Oct. 6.

The ride, interrupted by three watering stops (for the locomotive, not the passengers, and another stop for minor repairs, took a bit longer than anticipated. It was about 6:30, and getting dark, when the little Shay crept into Elkins. Maximum speed had been about eight miles an hour.

The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled to something less than half that number. Of those who stayed all the way with the Shay, four were women. They were Mrs. Violet Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwaukee, Wis., editor of Better Camping magazine; and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.

Inasmuch as the 60-mile trip from Elkins took about nine hours, it may fairly be deduced that the Shay is the tortoise of the locomotive world. What, then are its virtues?

Its principal virtue today is its remarkable popularity as a novelty railroad tourist attraction. In West Virginia, North Carolina (where one Shay still serves as a common carrier)

SUNDAY GAZETTE-MAIL



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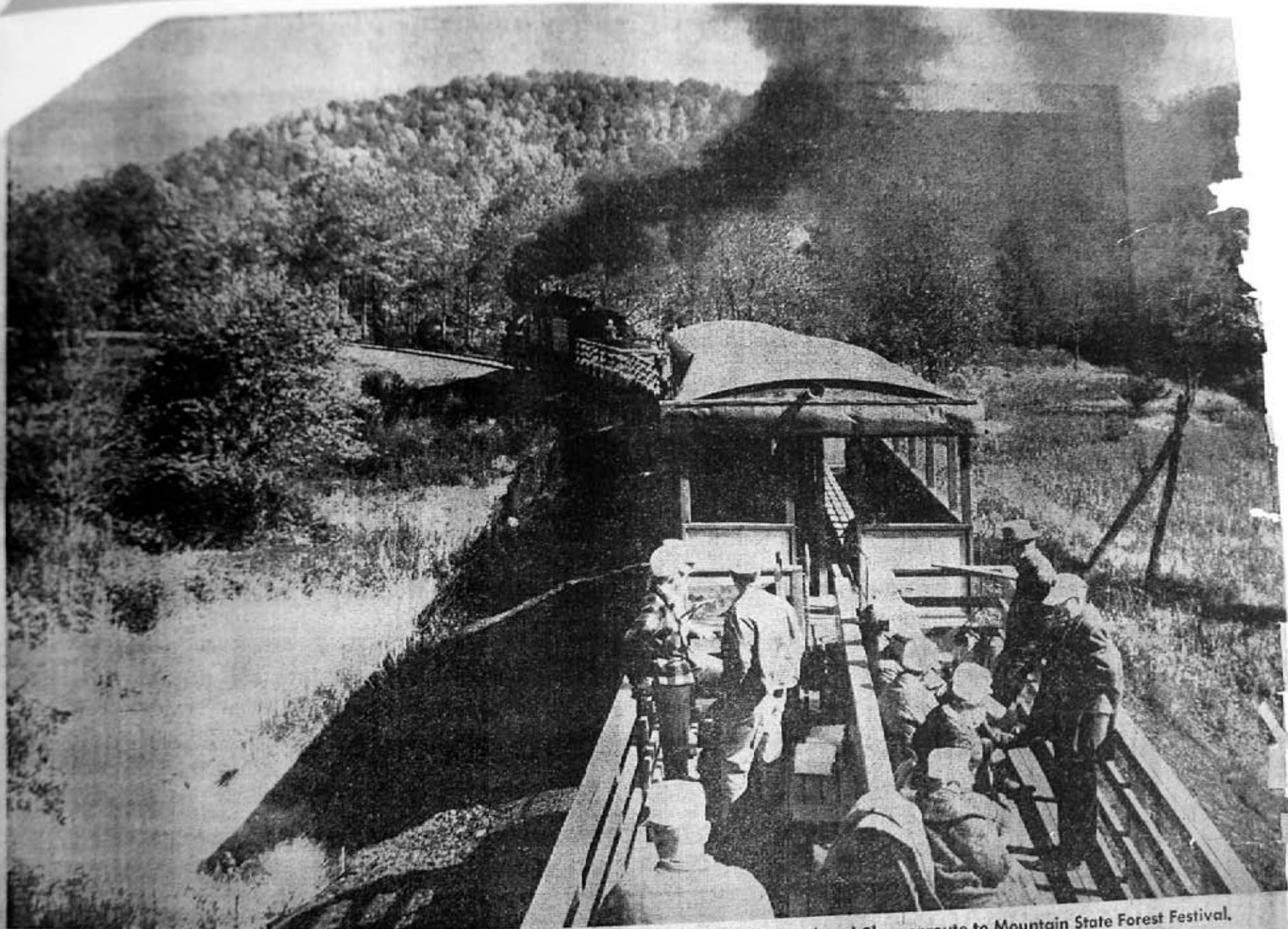
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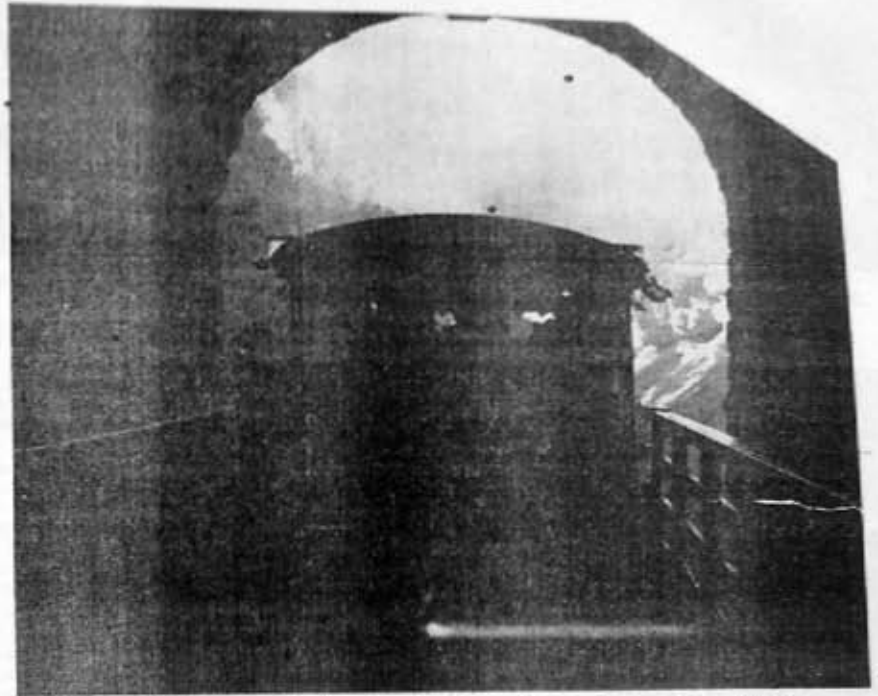


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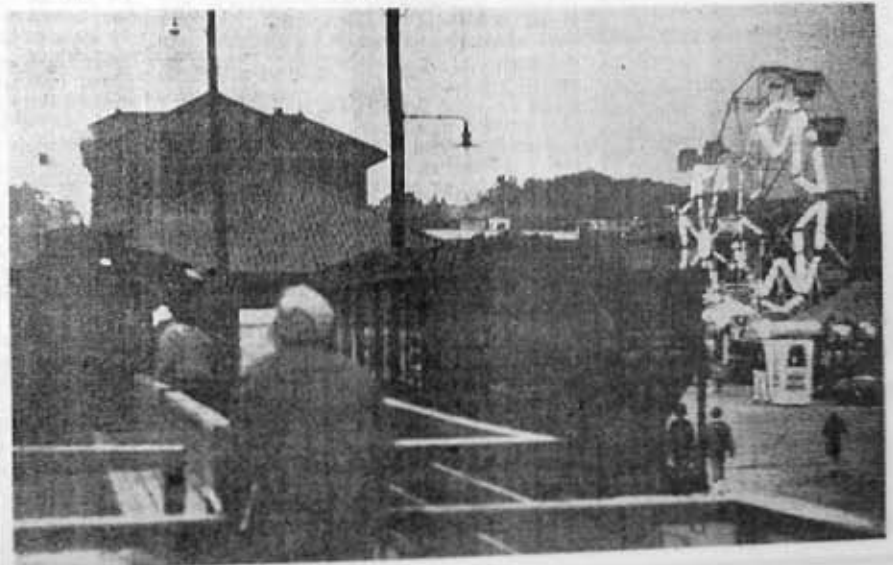
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Shay had to take on water three times during Cass-to-Elkins trip.



One of two tunnels logging train went through enroute to Elkins.





Folks along route "waved like crazy" when train passed.



After long (timewise) haul, Shay pulls into Elkins at dusk.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere. Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.

The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude prototype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohio, urging that company to make such locomotives for widespread use in the timbering business.

Shay's visit was fortunate for the Lima Machine Works. The company made the first Shay in 1879 for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as demand for the Shays increased, Lima made them bigger and better. By 1900, Lima had quit general machine production and was concentrating on locomotives. The company changed its name to Lima Locomotive Works, Inc.

Lima made conventional locomotives as well as the Shays, increasing work in the former field as the lumbering industry demand declined in importance. Lima produced its last Shay, the 2361st, in 1945.

The Shay engine had competitors built on similar, "geared" principles. The major ones

were the Heisler and the Climax.

The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made

himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built spent their entire work careers in West Virginia, and all three still exist.

They are not now, however, in the Mountain State. One, a Shay that was operated by the Western Maryland on a steep coal-haul in Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum in Baltimore, Md.

The last Climax to be manufactured now hauls passengers on the Carroll Park and Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk River Coal and Lumber Co. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washington, N. C., Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

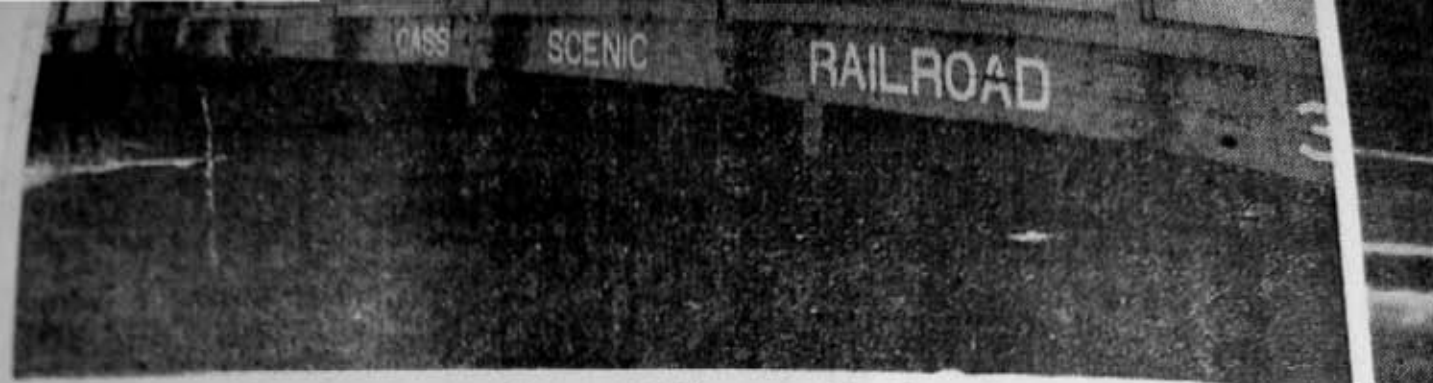
Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1929, and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only has quit making Shays, but no longer builds locomotives of any kind.

Lima now builds power shovels, an adjustment to market conditions which are a reflection of the changed manner in which many men wrest a livelihood from their environment.

The few operating Shays which yet exist at Cass and elsewhere carry not only tourist passengers. For old loggers and railroad men they also carry endless vivid memories of a vanished past.



Some of passengers snoozed during trip.



Folks along route "waved like crazy" when train passed.

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The Shay engine had competitors built on similar, "geared" principles. The major ones

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The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929.

The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades. Called "geared" engines, as opposed to general-purpose, main-line locomotives which used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

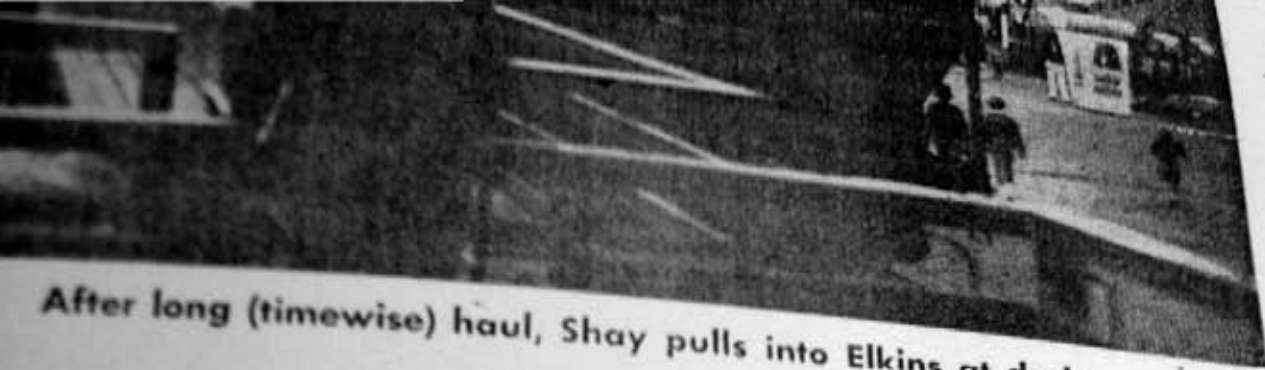
On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the big steamers held up weight and served as rail guides, but otherwise were functionless.

Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill.

With the demise of the U. S. logging industry as it was in its heyday, the Shay virtues found no niche they could fill, and manufacture ceased.

According to John P. Killoran of the Department of Natural Resources, who has made



After long (timewise) haul, Shay pulls into Elkins at dusk.

an authority in such matters (and who had the technical data for this article), three geared locomotives ever built their entire work careers in West Virginia and all three still exist.

are not now, however, in the Mountain State, a Shay that was operated by the Maryland on a steep coal-haul in county, is now displayed at the Baltimore and Ohio Railroad's Transportation Museum, Baltimore, Md.

at Climax to be manufactured now passengers on the Carroll Park and tourist railroad at Bloomsburg, Pa. It iron-horse work horse for the Elk and Lumber Co. out of Swandale, Pa.

the Heisler locomotive ever built is on display in the public park of Washington, Charles Heisler's hometown, but it working career as No. 6 of the Mid-Atlantic Railroad at Ellamore, in Randolph County.

four Shays at Cass, numbers 5 and 6 built in 1905, No. 7 was built in 1920, and No. 8 in 1923. The Lima Locomotive Works merged with the huge Baldwin Locomotive Works of Philadelphia in 1950, not only making Shays, but no longer builds any of any kind.

now builds power shovels, an adjustment conditions which are a reflection of a changed manner in which many people live and work from their environment.

operating Shays which yet exist at various places carry not only tourists but also hoppers and railroad men carry out their old memories of a time.



Some of passengers snoozed during trip.



A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.

BY WILLIAM C. BLIZZARD

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In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.

There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the sole source of employment in the area, Cass was doomed to wither and die. Unless, of course, some other source of economic nourishment could be located.

The Cass Planning Committee pointed out that the logging railroad, with its old Shay engines, had too much of a tourist potential to be ignored and scrapped. The Department of Natural Resources was not impressed, at least not to the extent of jeopardizing other prospects in order to pour money into Cass.

But the fight for the old railroad became a cause celebre with several newspapers and legislators, and \$150,000 (later boosted to \$180,000) was appropriated by the legislature to buy and refurbish the railroad and certain associated properties.

Enough work was done so that the Cass Scenic Railroad opened for business under state auspices on June 15, 1963. During 1963, the railroad, with an 8.6-mile round trip, had 22,931 paying customers during 71 days of actual operation.

These customers spent over \$40,000 in fares and on snacks served in the C&O station by the church women of Cass. In addition, the U. S. Area Redevelopment Administration made available \$576,000 in federal funds for the development and extension of the operative railroad.

These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a picnic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

As parks chief, McKeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with \$576,000 in a big bag (or "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, but guaranteed by the federal grant.

Cass was visited recently by a Washington

newsperson who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.

In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, not delay, railroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginia's best-known tourist attraction, if the potential of the Pocahontas area is developed.

At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the railroad, which is supposed to attract customers, which is in turn supposed to attract private entrepreneurs.

Private business, obviously, is not going to hunt in an area unless it can smell a profit there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together efficiently, possibilities of friction are obvious.

For instance, the biggest tourist need at Cass is a place to eat and a place to stay overnight—at least one of each. At present, the need for dining accommodations is most urgent. The women of Cass have in the past run a "snack bar" in the C&O station, but can not do it this summer on a seven-day-week basis.

Without a nearby restaurant and motel to serve patrons, the Cass Scenic Railroad is badly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence of

need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.

Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.

Representatives of the restaurant negotiators say they are waiting for a daily scenic-railroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100-foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:

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Well, it's better than "Shay it with cinders." You won't need a Cass mask to protect yourself from the old coal-burner, but a head covering does help.

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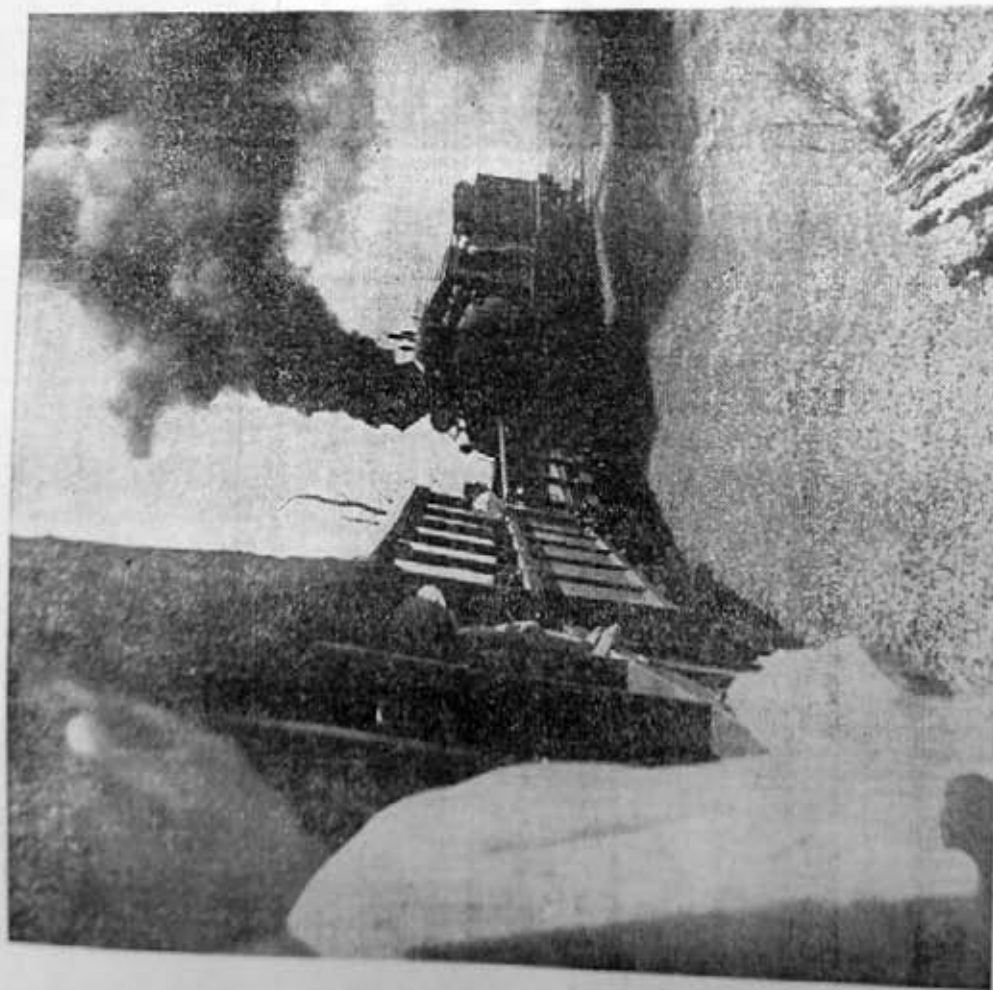
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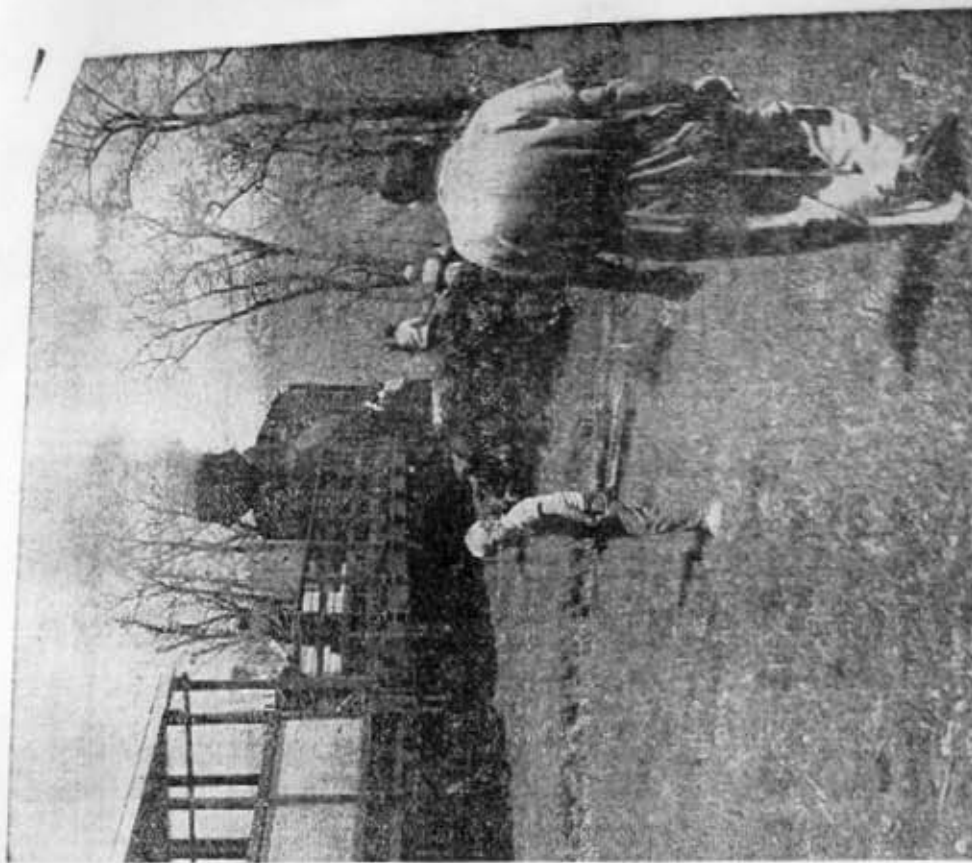
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SUNDAY GAZETTE-MAIL



Spewing ashes and cinders, Shay engine pushes cars up steep grade.



Passengers rest at the top before trip down the mountain.

FREE ★ ★

IN SOUTH CHARLESTON

*Your choice of two
handsome bonus gifts
for saving at*

**DOLLAR SAVINGS
& LOAN COMPANY**

Spewing ashes and cinders, Shay engine pushes cars up steep grade.



A view from the car shows passengers' view on ride.

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The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment, to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put

committee's cost estimates and development possibilities. The summary was presented as aid to the Joint Committee on Government and Finance preparing this original recommendation.

The committee has made attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (shops, etc.), but has confined itself only with the direct employment to be provided (rating personnel).

There currently seems some confusion as to the and relative merit of proposed purchase of the Lumber Company railroad, Cass, W. Va., as a tourist attraction for tourists.

Wrong Report

In the first instance, prices heretofore reported in newspapers have been inaccurate as the actual investment detail. These costs are based on formal discussion with present owners of the railroad and right-of-way. Present costs are much higher than the figure which would be developed by the railroad outstanding attractions. Any improvement, however, are subject to judgment, dependent on one would initiate carry the development. If, for instance, a road to the one at Black or those at other points was to be erected, it would be much higher. However, we believe

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Rich-

mond in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets eulogized out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes

hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of

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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did mention, of course, that the only two "State's rights" involved in the struggle were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the nation, if it wanted to, and to set up another nation.

In several national elections following the War Between the States, said Dr. Chitwood, the Republican Party won victories because the candidates "waved the bloody flag." (We can see him waving his arms and telling about it now.) In other words, the Republican Party dug up old war issues in order to win votes in the North — and this was deplorable. Indeed it was deplorable. But the good Dr. Chitwood could never see that the South has also been "waving the bloody flag" every minute of every hour of every day of every year since Appomattox. Today they seem to be waving it even harder than ever.

If West Virginia's part in the Civil War was "insignificant," then what about the part played by Tennessee, Florida, Texas, Arkansas and North Carolina? We have the Centennial celebrations to tell those states that

top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the West Virginia Pulp and Paper Co., when that company's main holdings were at Cass.

Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \$90,000-\$100,000.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:

Right-of-Way \$100 per acre
Wooded Area \$100-\$150 per acre
"Cut-over" Area \$35 per acre

It is estimated that the sum of \$25,000 could secure the necessary land to develop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and pub-

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers

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derived from the railroad and
other attractions.

The idea for a ski slope and
the improvement and operation
of the cave should be encour-
aged as a private program. We
believe that if private and pub-
(Turn To Page 10)

2a BLESSINGS Masonite
Plaques house, kitchen, and
anniversary. Gold scrolled \$1.00.
Personalized, 303 Fifth Ave.,
New York, New York.

NOTICE

Several years ago we a-
greed that should we ever
become separated, you would
use the magic code symbol
"NX" and I the letter "G",
and through these we would
be re-united. I have now
found a wonderful home and
a beautiful life and want you
to rejoin me. If you see this
ad in any of the many papers
in which it will appear, an-
swer in that paper.

All my love,
"G"

Lobban Funeral Home

Service since 1900
Member of A F D S—
National Funeral Directors Asso.
West Virginia Funeral Directors
Greenbrier Valley District Asso.
Oldest Funeral Name in the
Greenbrier Valley
Ambulance Service Any Hour
Phone HI-5-3141
Alderson, W. Va.

JANUARY 14, 196

Railroad

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railroad tourist attr
North Carolina (wh
common carrier)

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committee's cost estimates an
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summary was presented as a
aid to the Joint Committee o
Government and Finance i
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mendation.

The committee has made n
attempt to project the numbe
of people that would be en-
ployed indirectly as a resul
of the railroad becoming
tourist attraction (souveni
shops, etc.), but has concerne
itself only with the direct en-
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There currently seems to b
some confusion as to the cos
and relative merit of the pr
posed purchase of the Mowe
Lumber Company railroad a
Cass, W. Va., as a possible at-
traction for tourists.

Wrong Reports

In the first instance the
prices heretofore quoted in
newspapers have been totall
inaccurate as the attached back
involvement detail will show
These costs are based on in-
formal discussions with the
present owners of the railroad
and right-of-way. The improve-
ment costs are merely a judg-
ment figure which we are con-
fident would be sufficient to

situation in the area...
since the soundness of
investment in such a ven-
ue the State.

Present Owners

railroad and rolling stock
owned by the Midwest
Steel Company of
Mn. West Virginia.
mount of railroad in-
approximately 8 miles,
is from a point about
from Cass at a crossing
Creek to a
1 1-2 miles from the
Bald Knob. (The rail-
road usually go to the top
knob, but these rails
sold as scrap. The
however, is still in-
new rails could be
or to get the full
engine traveling
of Bald Knob. Bald
is second highest
of Virginia (4,852
feet) railroad is higher
or railroad east of

Cost to Buy

owned by The Midwest
Steel Co., are two Shay
engines, both of which
are obsolete. One was put
in in 1901 by the
the Pulp and Paper
Co. and other engines up
1901, also by the
the Pulp and Paper
that company's main
line at Cass.

The engines and the
road require some re-
improvements to con-
vert a logging railroad
carrying line, the

There currently seems to be
some confusion as to the cost
and relative merit of the pro-
posed purchase of the Mowe
Lumber Company railroad at
Cass, W. Va., as a possible at-
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formal discussions with the
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and right-of-way. The improve-
ment costs are merely a judg-
ment figure which we are con-
fident would be sufficient to
develop the railroad into an
outstanding attraction for tour-
ists. Any improvement costs,
however, are subject to person-
al judgment, depending on how
far one would initially want to
carry the development program.
If, for instance, a lodge similar
to the one at Blackwater Falls
or those at other State Parks
was to be erected, the costs
would be much higher.

However, we believe the basic
initial investment should be
concerned with the preserva-
tion of the railroad, and if
in the future the demand for
lodge facilities would be great
enough, then, and only then,
should such an undertaking be
considered. The idea of a lodge,
however, is not remote, and the
basic attractions, i. e., the rail-
road, scenery, hunting, fishing,
and general natural beauty of

What to Buy

owned by The Midwest Lumber Co., are two Shay engines, both of which are models. One was put in operation in 1901 by the Shenandoah Pulp and Paper Co. the other began operation in 1921, also by the Shenandoah Pulp and Paper Co. that company's main office is at Cass.

The engines and the road would require some improvements to complete a logging railroad (carrying line, the cost would not be prohibitive. An estimate of initial and operating costs, after informal discussions with the Shenandoah Pulp and Paper Co. indicated that the estimated properties would cost for approximately \$100,000.

The road and land on which it is owned by the Shenandoah Pulp and Paper Co. and is at the following:

\$100 per acre
\$100-\$150 per acre
\$25 per acre
indicated that the sum would secure the right to develop the

in the attached "Tourist Possibilities of Shenandoah National Park, W. Va.", the

Shenandoah Pulp and Paper Co. is preparing a plan for the road and

carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic initial investment should be concerned with the preservation of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and public cooperation is secured, the project will be successful.

(Turn To Page 10)

2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \$1.00. Personalized, 303 Fifth Ave., New York, New York.

NOTICE

Several years ago we arranged that should we ever become separated, you would use the magic code symbol "H" and I the letter "G", and through these we would be reunited. I have now

'After a successful first season, ...

BY WILLIAM ...
... is the tortoise of the
world. What, then, are its virtues?
... as a novelty railroad tourist attraction
West Virginia, North Carolina (two).

HILLBILLY

PAGE FOUR

JANUARY 14, 1961

The Complete Truth Back of the Proposal to Buy the Cass Railroad

The best, most compact and lucid analysis of the feasibility of West Virginia's getting into the railroad business was outlined at a meeting in Marlinton last week.

This meeting, which was attended by the editor of this paper, was called by a planning committee, including:

Ted Riffe, Chairman, Chief Accountant of the National Radio Astronomy Observatory at Greenbank;

J. M. Kane, Jr., Treasurer, Cass Merchant;

P. F. Long, Mayor of the Town of Cass;

J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the business, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is

offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

Proposal to State

It is therefore, with the above situation in mind that the committee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the 1961 W. Va. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venture to the State.

Present Owners

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia (4,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the

committee's cost estimates and development possibilities. This summary was presented as an aid to the Joint Committee on Government and Finance in preparing this original recommendation.

The committee has made no attempt to project the number of people that would be employed indirectly as a result of the railroad becoming a tourist attraction (souvenir shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be some confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible attraction for tourists.

Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judgment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for tourists. Any improvement costs, however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks, was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preservation of the railroad, and if in the future the demand for it would be great.

If We Don't Watch They'll Steal Our Centennial

(From Page 3)

would join her. But one important State WOULD NOT join the secessionist movement — and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened and intimidated Virginia Dele-

in our State (second in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets eulged out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes took place in West Virginia.") The Battle of Philippi was fought 33 days before the First Battle of Bull Run, but Southern

hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying history at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contended, was not fought upon the issue of slavery, but upon the issue of State's rights. He never did

Panhandling

BY JOHN W. BARGER

It is not if any indication, we are going to have a rough winter here in the Eastern mountains. On Sunday, Jan. 11, about a foot of snow fell, and there has been more on the ground and snow on our driveway ever since.

On the morning of Jan. 4, a heavy wind is whipping snow across the front across the driveway in back of the house. The thermometer was at 28 degrees at 7:30 and has dropped to between 22 in about an hour.

For three days in a row we couldn't move a car through the driveway and had to depend on friends meeting us and dropping us off at the end of the line in order to even get to the supermarket and the post office.

Everybody is tired of being housebound. Dispositions have sharpened, tempers flare, and the tensions of confinement mount. Every mother we talked to during the holidays said she would be glad when school started and the kids would be out of the house for a few hours each day.

Our wood supply for the fireplace has dwindled to the point where we ordered coal to supplement it. And not the least of the irritations that come with such weather was the terrific gas bill we got the other day.

In other words, we're sick and tired of this weather and already look forward to the coming of spring.

Reads The Letters

One department of every publication that we always read is the "Letters to the Editor."

The Complete Truth Back of the Proposal to Buy the Cass Railroad

(From Page 4)

The capital are encouraged to work jointly for a development as has been proposed then not only will the tourist stand to gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking.

The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

date them.

In the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the recorded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangements for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper. What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad to attract the tourist was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

Each engine trip from Cass to Bald Knob requires 3 1-2 tons of coal at an estimated bulk purchase price of \$8.00 per

COST OF FIRST SUMMER

Personnel	Per Week
1—Engineer	\$ 84.00
1—Fireman	72.80
1—Brakeman	67.20
1—Conductor	67.20
4—Laborers	257.60
1—Clerk	40.00
1—Supervisor	100.00
10	\$688.80
Coal (24 1-2 tons at 8.00)	196.00
Material and Supplies and	
Minor Repairs	200.00
Insurance	39.20
Food	130.00
TOTAL	\$1,254.00
Less: Income	
70 persons per day @ \$3.00	
per person	1,470.00
NET	\$ 216.00

present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the state, at these suggested costs, cannot be measured in cold dollars and cents only.

But what should also be con-

Estimated Basic Investment Cost Of Railroad at Cass

Cost of railroad and necessary rolling stock, including approximately 8 miles of track, 2 Shay type locomotives and 8 flat-cars (plus stock and parts)	\$100,000.00
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob	25,000.00
Improvements of railroad and rolling stock	80,000.00
Park area on Bald Knob	25,000.00
Other improvements (station, engine garage)	30,000.00
Cave improvements? Ski slope? hunters' cabins? etc.	40,000.00
TOTAL	\$300,000.00

(The improvements enumerated above should employ 65-70 men for a full 52 weeks).

ton to the state, thereby requiring \$196.00 of coal for a week's operation.

Other material and supplies are computed on the basis of requirements to "build up" an adequate stock of parts and supplies over a year's operation. (Initially this is not as important as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance has been computed on the basis of .0 1-2c per person per engine mile. This is probably high but an experience rating will have to be established over one or two years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was established by the experience of the present logging operation in preparing for 60-120 persons.

The income is based upon an

average of 70 passengers per day. The cost to each passenger would be \$3.00 and this would include the ride and a meal at the top of the mountain.

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However, we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should be made very clear that this committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction available to it, whereas other natural attractions can be deferred without a loss in either direct value or potential.

Winner of the Seventeenth Summer Literary Competition

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The Letters

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find 4 to 6 hours
enough for our

2 cup of olive oil

1-Supervisor	100.00
10	\$600.00
Coal (24 1-2 tons at \$4.00)	196.00
Material and Supplies	200.00
Minor Repairs	39.20
Insurance	130.00
Food	130.00
TOTAL	\$1,254.00
Less: Income	
70 persons per day @ \$3.00	1,470.00
per person	216.00
NET	\$ 216.00

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But what should also be considered by the State in establishing a value would be the number of persons to be employed, and the aid to small local businessmen such as hotel owners, service stations, restaurants, stores and the like. Of course, any aid to business such as these have a direct relationship to the economy of the State which would be derived in the form of Consumers' Tax, Business and Occupation Tax, gasoline tax, hunting and fishing fees and the like.

The State of West Virginia has at its disposal in the area of the Cass railroad the heritages which have been the trademark of West Virginia in the past and also those that are playing an important part in the future of the state. The heritage of the past—an 1880 model steam locomotive lumbering up the side of a mountain to a peak unequalled in height by any railroad in the eastern United States. And just a short five miles from the

tract the tourist was undertaken? We believe the answer is quite obvious.

The operating costs for the first summer of operation as outlined calls for ten operating personnel at the going local rates for this type of employment. These costs have been converted to a 7-day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with corresponding additional costs.

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Winner of the Seventeenth Summer Literary Competition

JACQUELINE REED

*The Morning Side
of the
Hill*



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me in an elevator and the other for Pontiacs where the two power shovels have a discussion of the car's fine points. Most TV commercials are dull and insane, apparently aimed at a three-year-old mind, judging from the reaction of our Betsy. But the two we have mentioned might even sell chow mein and Pontiacs.

JACQUELINE REED

The Morning Side of the Hill



Only 140 Books Left
Hillbilly Bookshop, Richwood, W. Va.

A Tourist's Prevue of a Cass Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water. "Number Four" and

prime in the early days of the present century.

If you haven't been re the West Virginia Hillbill might not know that F. Baum, a rail fan from Pennsylvania, came down to the Capitol and talked to the makers during the session with such convincing manship that the men talking politics long set up a special subcommittee to investigate the pros of his idea of buying a road for a tourist attraction of the last steam East of the Rockies.

To Decide Su

The subcommittee coming Sunday at in Charleston to decide what it will recommend to the legislature when it meets in January. Most of the members have privately that they think that the state purchasing stock of the Lumber Company into a rail buffer.

The town of only industry sold at the auction resembles one of the western ghost towns. The mother lode pl

Narrow streets and houses.

is Railroad Ride

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the

prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsylvania, came down to the State Capitol and talked to the lawmakers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the

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To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from ridge to ridge, of the "skidder boys" who tooted the steam whistles to signal the hookers on the other side of a deep valley and whose vision was sometimes obscured by low hanging clouds.

Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

(Turn to Page 10)

CASS HOMECOMING 1998 11th Annual

The community of Cass welcomes you to our 11th annual homecoming celebration. People of all ages have joined in the fun in the past years, and we have worked hard to continue this tradition.

This "down home" good time is supported entirely by donations and the effort of all volunteer committee. Your suggestions and contributions are greatly appreciated.

THANKS

We would like to thank all of the business and individuals for their contributions and support.

CONTACTS & COMMENTS

Any suggestions and comments can be referred to any member of our committee:

Darrell Turner - President

Katrina Deftbaugh - Treasure

Cathy Ribble - Secretary

Terry Ribble

Lefty Meeks

Dan Deftbaugh

Wanda Halterman

Stan Beafore

Dave McMillion

Lisa Hubbert

Gail Vanderander

Ine Warder

Tonya Warder

Brenda Thomas

Mary Perkins



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**11TH ANNUAL
CASS HOMECOMING 1998
AGENDA
June 24 - June 28**

- June 24** **Pageant for Prince & Princess** 7:00pm
Cass Fire Hall (age's 5-8)
- June 25** **Prize Games Free for all ages** 7:30pm
Community Center (Donations excepted)
- June 26** **The Great Cake Walk** 7:30pm
Community Center Parking Lot or Fire House in case of rain.
- June 27** **Registration**
10:00am - 3pm Fire House
** You must register to receive a dinner ticket**

Start the day of fun for the young and the young at heart
Located at the Fire House

Pet Show 10:00am
With small household domestic pets

Games 10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg & Spoon Relay, Water Balloons
Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest

Bazaar 10:00am
Fire House (set up 8:00am)

**Antique Car Show and
Fire Truck Display** 11:00am
Fire House

The Second Annual Cass Parade 1:00pm

Magic Show 2:00pm
Puppet Show (following the Magic Show)
Community Center

Registration Table will Continue 4:00pm-6:20pm
Community Center

Crowning Ceremonies of the Queen and King 5:00pm
Community Center

Dance Live -Music 7:00pm
Bigger and Better

June 28 **Church with Gospel Sing** 10:00am
Cass Methodis Church
Final Registration 11:00 -12 noon
Community Center

Buffet Dinner 1:00pm
* Don't i forget to bring your dinner ticket or you will be charged \$5.00*